

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 1/5/2011 8:41:28 PM
Subject: cert fees

Hi Bob, I saw Vince. I was holding off on those Certs because you warned me the fees weren't recorded yet. I looked and they are in the system now so I'm reviewing the requests now.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Wed 1/5/2011 9:20:28 PM
Subject: VW Group: Another Cert Request

Hello Jim,

Welcome to the New Year! I hope your shoulder is OK.

I just submitted another model year 2012 certificate request – Test Group CADXJ02.03UA. The cert fees for this one have been paid for a while already.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: "Thomas, Richard" [Richard.Thomas@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Willem VandenBroek/OU=AA/O=USEPA/C=US
Sent: Thur 1/6/2011 2:29:59 PM
Subject: CVWXV02.03SA and CVWXV02.03PA

Richard,

You should have received an automated email a few days ago saying that EPA had received payment for the Subject families at \$33,974 each. When we received the forms we charged them against the ACH payment for \$69,992 received from VW on 12/17/2010. (The forms for the remainder of that payment were filed from Germany). All that appears to be in order.

However, we noticed that the applications for these two families were filed in Calendar Year 2010. The fee is determined by the calendar year of the application (as stated at the top of the form), which, for applications received in calendar 2010, is \$34,849. Consequently, these two families have been designated as Short, On Hold, until the \$875 each has been received, upon which they will be listed as paid and cleared for certification review.

Let me know if you have any questions.

Bill Vanden Broek
734-214-4468

To: "Thomas, Richard" [Richard.Thomas@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Willem VandenBroek/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/6/2011 3:45:14 PM
Subject: Re: CVWXV02.03SA and CVWXV02.03PA

I reviewed the cert request yesterday. Once I get the word from Bill that we have received the funds, I will approve the two certificates.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Willem VandenBroek/AA/USEPA/US
To: "Thomas, Richard" <Richard.Thomas@vw.com>
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 01/06/2011 09:30 AM
Subject: CVWXV02.03SA and CVWXV02.03PA

Richard,

You should have received an automated email a few days ago saying that EPA had received payment for the Subject families at \$33,974 each. When we received the forms we charged them against the ACH payment for \$69,992 received from VW on 12/17/2010. (The forms for the remainder of that payment were filed from Germany). All that appears to be in order.

However, we noticed that the applications for these two families were filed in Calendar Year 2010. The fee is determined by the calendar year of the application (as stated at the top of the form), which, for applications received in calendar 2010, is \$34,849. Consequently, these two families have been designated as Short, On Hold, until the \$875 each has been received, upon which they will be listed as paid and cleared for certification review.

Let me know if you have any questions.

Bill Vanden Broek
734-214-4468

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Thomas, Richard" [Richard.Thomas@vw.com]; illem VandenBroek/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Thur 1/6/2011 3:57:47 PM
Subject: RE: CVWXV02.03SA and CVWXV02.03PA

Hi Jim,

When I originally asked you to delay issue of the certificates for the two test groups until 2011, I thought that the cert fees were based on the issue date of the certificate.

Due to this situation, I now understand that they are based on the application submission date. Had I known this earlier, I would have waited to submit the applications.

Best regards,

Bob Hart

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, January 06, 2011 10:45 AM
To: Thomas, Richard; Hart, Robert (VWoA); VandenBroek.Willem@epamail.epa.gov
Subject: Re: CVWXV02.03SA and CVWXV02.03PA

I reviewed the cert request yesterday. Once I get the word from Bill that we have received the funds, I will approve the two certificates.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Willem VandenBroek/AA/USEPA/US
To: "Thomas, Richard" <Richard.Thomas@vw.com>

Cc:

Jim Snyder/AA/USEPA/US@EPA

Date:

01/06/2011 09:30 AM

Subject:

CVWXV02.03SA and CVWXV02.03PA

Richard,

You should have received an automated email a few days ago saying that EPA had received payment for the Subject families at \$33,974 each. When we received the forms we charged them against the ACH payment for \$69,992 received from VW on 12/17/2010. (The forms for the remainder of that payment were filed from Germany). All that appears to be in order.

However, we noticed that the applications for these two families were filed in Calendar Year 2010. The fee is determined by the calendar year of the application (as stated at the top of the form), which, for applications received in calendar 2010, is \$34,849. Consequently, these two families have been designated as Short, On Hold, until the \$875 each has been received, upon which they will be listed as paid and cleared for certification review.

Let me know if you have any questions.

Bill Vanden Broek
734-214-4468

WLTP DTP	
Title	DTP 4 th Meeting – Agenda (DRAFT)
Working Paper Number	WLTP-DTP-04-01

Date: 12.01.2011, 09:30 – 17:30 (lunch break 12:30 – 14:30)

Location: Palais des Nations, meeting room VII on the 3rd floor,
8-14 Avenue de la Paix, CH-1211 Geneva, Switzerland

Documents for the meeting can be downloaded from the following web sites:

http://www.unece.org/trans/main/wp29/meeting_docs_grpe.html?expandable=0&subexpandable=99

<http://circa.europa.eu/Public/irc/enterprise/wltp-dtp/library?l=/&vm=detailed&sb=Title>

Agenda

Working paper number

1. Welcome and introduction
2. Approval of draft agenda
3. Minutes of DTP 3rd meeting
4. Review of mandate and road map
5. Presentations from the sub-groups on the state of work and open issues (max. 45 minutes each)
 - (i) PM/PN Chris Parkin
 - (ii) AP Oliver Moersch
 - (iii) LP-ICE Stephan Redmann
 - (iv) LP-EV Kazuki Kobayashi
 - (v) RF Bill Coleman
6. Wrap-up and open issues
7. Next meeting (proposal)

Date: 19.-21.04.2011

Location: EMPA Duebendorf

Host: EMPA and BAFU
8. Miscellaneous

To: Willem VandenBroek/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA[]; Jim Snyder/AA/USEPA/US@EPA[]; im
Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard"
Sent: Fri 1/7/2011 1:31:36 PM
Subject: FW:
[20110107074935647.pdf](#)

Hello Bill;

Please find the Miscellaneous Payment Due forms for the two Volkswagen Test Groups where they were submitted during calendar year 2010 (last week in 2010) for which we paid the 2011 calendar year fee. It was originally anticipated that these two test groups would be submitted in calendar year 2011, not 2010. The payment of \$1,750 for these two test groups was electronically paid today.

We respectfully request that the work continue for the issuance of the Certificates of Conformity for these two test groups.

Best regards,

Richard E. Thomas
VOLKSWAGEN GROUP OF AMERICA, INC.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com



U.S. Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
Miscellaneous Payments Due Form

Date: January 6, 2011

Manufacturer Name: VOLKSWAGEN Group of America, Inc.

Engine Family Name: C V W X V 0 2 . 0 3 P A

Original Payment Date: Dec. 17, 2010 Original Check#/Wire/ACH/Pay.gov Tracking Number: 5200051791 (optional)

Original Amount Paid: \$ 33,974 (optional)

Revised Engine Family Name: (optional)

Company Representative:

Name: Richard E. Thomas Phone: 248 754 4213

Email Address: Richard.Thomas@VW.com Fax: (optional)

Reason for Payment:

- ☐ Incorrect/Revised engine family
- ☒ Underpayment
- ☐ New calendar year fee schedule change
- ☐ Component certification for evaporative emissions (\$241)
- ☐ Other

Comments:

Application unexpectedly was submitted the very last week in 2010 and certification fees paid based upon 2011 cert fee rates creating a short fall of \$875.

Fee Payment Details

Amount Paid: \$ 875

Enter the check number, or the statement "EFT/Wire" or "EFT/ACH": EFT/ACH

Submission of payments and forms:

- (1) Online: Forms may be found and/or payments may be submitted online at www.Pay.gov.
- (2) Send checks and this form to:

Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000

- (3) Transmit offline EFT/Wire payments to the New York Federal Reserve Bank. (See Instructions, page 2)
- (4) Transmit offline EFT/ACH payments to the Federal Reserve Bank of Cleveland. (See Instructions, page 2.)
- (5) Forms not submitted under (1) and (2) above can be sent as e-mail attachments to Fees@epa.gov.

Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).



U.S. Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
Miscellaneous Payments Due Form

Date: January 6, 2011

Manufacturer Name: VOLKSWAGEN Group of America, Inc.

Engine Family Name: C V W X V 0 2 . 0 3 S A

Original Payment Date: Dec. 17, 2010 Original Check#/Wire/ACH/Pay.gov Tracking Number: 5200051791 (optional)

Original Amount Paid: \$ 33,974 (optional)

Revised Engine Family Name: (optional)

Company Representative:

Name: Richard E. Thomas Phone: 248 754 4213

Email Address: Richard.Thomas@VW.com Fax: (optional)

Reason for Payment:

- ☐ Incorrect/Revised engine family
- ☒ Underpayment
- ☐ New calendar year fee schedule change
- ☐ Component certification for evaporative emissions (\$241)
- ☐ Other

Comments:

Application unexpectedly was submitted the very last week in 2010 and certification fees paid based upon 2011 cert fee rates creating a short fall of \$875.

Fee Payment Details

Amount Paid: \$ 875

Enter the check number, or the statement "EFT/Wire" or "EFT/ACH": EFT/ACH

Submission of payments and forms:

- (1) Online: Forms may be found and/or payments may be submitted online at www.Pay.gov.
- (2) Send checks and this form to:

Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000

- (3) Transmit offline EFT/Wire payments to the New York Federal Reserve Bank. (See Instructions, page 2)
- (4) Transmit offline EFT/ACH payments to the Federal Reserve Bank of Cleveland. (See Instructions, page 2.)
- (5) Forms not submitted under (1) and (2) above can be sent as e-mail attachments to Fees@epa.gov.

Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 1/13/2011 5:11:02 PM
Subject: RE: Some questions on the N001/N002 class
Start fuel quality adaptation_Engine Family 8AD XV04.pdf

<<Start fuel quality adaptation_Engine Family 8AD XV04.pdf>> Hello Lynn,

I hope you had some nice holidays and vacation days.

Attached you will find a pdf sheet with all the answers to your questions our specialists set up concerning the 3.1l Audi confirmatory program.

Please let me know if there is anything left to discuss or something unclear.
I will try to get additional information if needed. Just let me know.

Best regards and a happy new year.

Sebastian

Sebastian Berenz

Manager In-Use Emission Compliance
Environmental Engineering Office

Volkswagen Group of America, Inc.
2930 Technology Drive
Rochester Hills, MI 48309
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Friday, December 17, 2010 9:03 AM
To: Berenz, Sebastian
Cc: Snyder.Jim@epamail.epa.gov; Ball.Joel@epamail.epa.gov; Mitcham.Arvon@epamail.epa.gov;
Anderson.Tom@epamail.epa.gov
Subject: RE: Some questions on the N001/N002 class

Thanks, Sebastian.

I understand that there may be a delay because of vacations. That's fine. We'll look for the answers in January.

Enjoy the holidays!

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 12/17/2010 03:36 AM

Subject: RE: Some questions on the N001/N002 class

Hello Lynn,

Thank you for keeping me updated.

I have received you questions concerning our 3.1l confirmatory programs.
We are now working to get the answers to you.

The problem is, that our factory is shut down till January, 10th and most of the people are already on vacation.
My colleges will start working on the questions as soon as everybody is back in the office.
So I hope it is sufficient for you, that you will get the answers during the first half of January.

I will be back in Michigan at January 3rd and try to get everything done as soon as possible.

Thank you very much.

Best regards.

Sebastian Berenz

Manager In-Use Emission Compliance
Enviromental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Thursday, December 16, 2010 9:25 AM

To: Berenz, Sebastian

Cc: Ball.Joel@epamail.epa.gov; Snyder.Jim@epamail.epa.gov;

Anderson.Tom@epamail.epa.gov

Subject: Some questions on the N001/N002 class

Hi, Sebastian.

I mentioned in my last e-mail that we were suspending confirmatory testing at this time and wanted to focus on how the change in fueling affected the emissions. Given that 4 out of 5 of the surveillance Audi A6 in-use vehicles failed emissions before revising the fuel drain procedure and none of the confirmatory vehicles failed after using the revised drain procedure that avoids altering the fuel factor, we would like to better understand how it works.

We would like an explanation of this fuel feature. When is it active? What triggers it? What does the feature affect or adjust? What are the inputs and outputs? What do you call this feature? The answers to these questions will help us assess the results of the surveillance and confirmatory tests.

Please try to get the answers to us by the first week in January. However, if that is not possible, please let me know when you expect to get the answers to us.

Thanks you!

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

Engine Family 8AD XV03.174

EPA Questions Dec. 16th, 2010

Given that 4 out of 5 of the surveillance Audi A6 in-use vehicles failed emissions before revising the fuel drain procedure and none of the confirmatory vehicles failed after using the revised drain procedure that avoids altering the fuel factor, we would like to better understand how it works.

We would like an explanation of this fuel feature.

When is it active?

What triggers it?

What does the feature affect or adjust?

What are the inputs and outputs?

What do you call this feature?

VWGoA Response to EPA Questions

Background information:

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

Ex. 4 - CBI

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 1/13/2011 8:17:06 PM
Subject: audi cert

Looks like there's 1 left. It's been going real slow this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Thur 1/13/2011 8:23:24 PM
Subject: RE: audi cert

Hi Jim,

Any chance we'll get that one in the morning?

Bob

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, January 13, 2011 3:17 PM
To: Hart, Robert (VWoA)
Subject: audi cert

Looks like there's 1 left. It's been going real slow this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Thur 1/13/2011 8:37:40 PM
Subject: FW: audi cert

We have them all – THANKS Jim!!

Bob Hart

From: Hart, Robert (VWoA)
Sent: Thursday, January 13, 2011 3:23 PM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: audi cert

Hi Jim,

Any chance we'll get that one in the morning?

Bob

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, January 13, 2011 3:17 PM
To: Hart, Robert (VWoA)
Subject: audi cert

Looks like there's 1 left. It s been going real slow this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Mon 1/24/2011 6:59:45 PM
Subject: 2011 FE Guide - data attached as sent to DOE for January 2011 web update - Please review & correct any errors in EPA's Verify database
[VW 2011FEGuide1-all rel-dates-w-sales-01-10-2011.xlsx](#)
[Audi 2011FEGuide1-all rel-dates-w-sales-01-10-2011.xlsx](#)
[Bentley 2011FEGuide1-all rel-dates-w-sales-01-10-2011.xlsx](#)
[Bugatti 2011FEGuide1-all rel-dates-w-sales-01-10-2011.xlsx](#)
[Lamborghini 2011FEGuide1-all rel-dates-w-sales-01-10-2011.xlsx](#)

Richard,

Attached are Excel Spreadsheet(s) with the data that I sent to DOE on Jan 19, 2011 to update www.fueleconomy.gov (except that any model types highlighted in green filler were not sent to DOE). DOE anticipates updating the web the week of Jan 24th.

The attached spreadsheet(s) contain all the 2011 FE label data from EPA's Verify data base as of January 10, 2010. Please review the spreadsheet(s) and confirm for your records that the data are correct. Any corrections should be made directly in the EPA Verify database.

If there are any model types highlighted in green filler in the attached spreadsheet(s)---please correct the data in Verify and let me know that the corrections have been made (so I can forward the data to DOE for web posting).

As usual, please let me know if you find any other problems or errors in the data.

Thanks

EPA com	VERIFY cc	Model Yr	Mfr Name	Division	Carline	Verify Mfr Index (Mo	Eng Displ #	Cyl
Diesel; Warning: derived 5	2011	Volkswage	Audi	A3	VWX	62	2.0	4
	2011	Volkswage	Volkswage	CC	VWX	38	2.0	4
Warning - if trans type is A	2011	Volkswage	Volkswage	CC 4MOTI	VWX	60	3.6	6
Warning - if trans type is A	2011	Volkswage	Volkswage	EOS	VWX	37	2.0	4
Diesel; Warning: derived 5	2011	Volkswage	Volkswage	GOLF	VWX	66	2.0	4
Diesel; Warning: derived 5	2011	Volkswage	Volkswage	GOLF	VWX	63	2.0	4
	2011	Volkswage	Volkswage	GOLF	VWX	36	2.5	5
	2011	Volkswage	Volkswage	GOLF	VWX	33	2.5	5
Warning - if trans type is A	2011	Volkswage	Volkswage	GTI	VWX	39	2.0	4
Diesel; D.Good revised inte	2011	Volkswage	Volkswage	Jetta	VWX	67	2.0	4
Diesel; D.Good revised inte	2011	Volkswage	Volkswage	Jetta	VWX	64	2.0	4
D.Good revised interior volu	2011	Volkswage	Volkswage	Jetta	VWX	51	2.0	4
D.Good revised interior volu	2011	Volkswage	Volkswage	Jetta	VWX	50	2.0	4
D.Good revised interior volu	2011	Volkswage	Volkswage	Jetta	VWX	35	2.5	5
D.Good revised interior volu	2011	Volkswage	Volkswage	Jetta	VWX	32	2.5	5
Diesel; Warning: derived 5	2011	Volkswage	Volkswage	JETTA SPO	VWX	68	2.0	4
Diesel; Relabeled. Please in	2011	Volkswage	Volkswage	JETTA SPO	VWX	65	2.0	4
	2011	Volkswage	Volkswage	JETTA SPO	VWX	34	2.5	5
	2011	Volkswage	Volkswage	JETTA SPO	VWX	31	2.5	5
	2011	Volkswage	Volkswage	TIGUAN	VWX	41	2.0	4
Relabeled. Please include in	2011	Volkswage	Volkswage	TIGUAN	VWX	42	2.0	4
Warning - if trans type is A	2011	Volkswage	Volkswage	TIGUAN 4M	VWX	40	2.0	4
	2011	Volkswage	Volkswage	TOUAREG	VWX	69	3.6	6
Hybrid; D.CY	2011	Volkswage	Volkswage	Touareg H	VWX	77	3.0	6

Trans as I	City FE (GHwy FE (CComb FE Low'd CityLow'd HwLow'd Co	City UnadHwy UnadComb Un
Auto(S6)	30 42 34	39.0899 59.4381 46.2085
Auto(S6)	22 31 25	27.1 42.4736 32.3729
Auto(S6)	17 25 20	20.5 33.5 24.8373
Auto(S6)	22 30 25	27.5 41.5 32.4219
Manual(M	30 42 34	38.7215 59.5361 45.9507
Auto(S6)	30 42 34	39.0899 59.4381 46.2085
Manual(M	23 33 26	26.3068 44.5159 32.2415
Auto(S6)	24 31 27	28.0812 42.4888 33.1377
Auto(S6)	24 33 27	29.9467 43.5342 34.84
Manual(M	30 42 34	38.7215 59.5361 45.9507
Auto(S6)	30 42 34	39.0899 59.4381 46.2085
Manual(M	34 28	28.8 46.2 34.6771
Auto(S6)	33 26	26.3068 44.5159 32.2415
Manual(M	31 27	28.0812 42.4888 33.1377
Manual(M	30 42 34	38.7215 59.5361 45.9507
Auto(S6)	23 33 26	26.3068 44.5159 32.2415
Auto(S6)	24 31 27	28.0812 42.4888 33.1377
Auto(S6)	20 25 22	24.4 34.5 28.1022
Manual(M	18 26 21	21.7 35.8 26.3749
Auto(S6)	21 21	21.4 35.8 26.3749
Auto(S8)	16 23 19	21.3 31.6 24.9612
Auto(S8)	24 24	25 only be used if test mee

City	Highway 5-Cy	Comb 5-C	Guzzler?	Air Aspir	Air Aspira	Trans	Trans Des	Trans, Otr	# Gears
				TC	Turbochar	SA	Semi-Auto		6
21.8725	31.0314	25.2224		TC	Turbochar	SA	Semi-Auto		6
16.9415	25.219	19.8774		NA	Naturally	SA	Semi-Auto		6
21.7634	30.1121	24.8658		TC	Turbochar	SA	Semi-Auto		6
				TC	Turbochar	M	Manual		6
				TC	Turbochar	SA	Semi-Auto		6
22.7575	32.7434	26.3775		NA	Naturally	M	Manual		5
23.6601	31.0661	26.5033		NA	Naturally	SA	Semi-Auto		6
24.229	32.5176	27.3682		TC	Turbochar	SA	Semi-Auto		6
criteria in 600.115-08 ref CISC-10-04;				TC	Turbochar	M	Manual		6
criteria in 600.115-08 ref CISC-10-04;				TC	Turbochar	SA	Semi-Auto		6
24.3944	33.6309	27.8344		NA	Naturally	M	Manual		5
relabeling (if not already provided). [600.314-08 states label values must not change for entire model year, except				NA	Naturally	SA	Semi-Auto		6
22.7575	32.7434	26.3775		NA	Naturally	M	Manual		5
23.6601	31.0661	26.5033		NA	Naturally	SA	Semi-Auto		6
				TC	Turbochar	M	Manual		6
.314-08(e)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled; Warning: der				TC	Turbochar	SA	Semi-Auto		6
22.7575	32.7434	26.3775		NA	Naturally	M	Manual		5
23.6601	31.0661	26.5033		NA	Naturally	SA	Semi-Auto		6
19.7627	25.3327	21.9328		TC	Turbochar	SA	Semi-Auto		6
8(e)(4) reasons.] Please revise release date to the effective date when vehicles were relabelled;				TC	Turbochar	M	Manual		6
8 states label values must not change for entire model year, except for 600.597(b) and 600.314-08(e)(4) reasons.] P				TC	Turbochar	SA	Semi-Auto		6
16.4121	22.8299	18.7889		NA	Naturally	SA	Semi-Auto		8
ts criteria in 600.115-08 ref CISC-10-04;				SC	Superchar	SA	Semi-Auto		8

Trans Loc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - IFuel	Usag	Fuel Usag
Y	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
Y	N	F	2-Wheel DBADXXV02.03UA				GP		Gasoline (F
N	N	A	All Wheel IBVWXXV03.6U46				GP		Gasoline (F
N	N	F	2-Wheel DBVWXXV02.03SA				GP		Gasoline (F
N	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
Y	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
N	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
Y	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
N	N	F	2-Wheel DBADXXV02.03UA				GP		Gasoline (F
N	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
Y	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
N	N	F	2-Wheel DBVWXXV02.0MPI				G		Gasoline (F
for 600.507(a) and 600.314-08(e)(4) reasons. Please revise release date to the effective date when vehicles were r									
N	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
Y	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
N	N	F	2-Wheel DBVWXXV02.0U5N			5	DU		Diesel, ultr
ived 5 cycle method used -- can only be used if it meets criteria in 600.115-08 def C1SD-10-04									
N	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
Y	N	F	2-Wheel DBVWXXV02.5U35				G		Gasoline (F
Y	N	F	2-Wheel DBADXXV02.03UA				GP		Gasoline (F
N	N	F	2-Wheel DBADXXV02.03UA				GP		Gasoline (F
Please revise release date to the effective date when vehicles were relabelled;									
N	N	A	All Wheel DBADXXV02.03UA				GP		Gasoline (F
Y	N	A	All Wheel IBVWXT03.6U76				GP		Gasoline (F
Y	N	A	All Wheel IBVWXT03.0HEV				GP		Gasoline (F

Model	Year	Class	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
MPC (15 passenger)	1989	Not exempt					89	20		
MPC (15 passenger)	1990	Not exempt					94	13		
MPC (15 passenger)	1991	Not exempt					94	13		
MPC (15 passenger)	1992	Not exempt			77	11				
MPC (15 passenger)	1993	Not exempt							94	15
MPC (15 passenger)	1994	Not exempt							94	15
MPC (15 passenger)	1995	Not exempt							94	15
MPC (15 passenger)	1996	Not exempt							94	15
MPC (15 passenger)	1997	Not exempt							94	15
MPC (15 passenger)	1998	Not exempt					94	16		
MPC (15 passenger)	1999	Not exempt					94	16		
MPC (15 passenger)	2000	Not exempt					94	16		
MPC (15 passenger)	2001	Not exempt					94	16		
MPC (15 passenger)	2002	Not exempt					94	16		
MPC (15 passenger)	2003	Not exempt					94	16		
MPC (15 passenger)	2004	Not exempt					92	33		
MPC (15 passenger)	2005	Not exempt					92	33		
MPC (15 passenger)	2006	Not exempt					92	33		
MPC (15 passenger)	2007	Not exempt					92	33		
MPC (15 passenger)	2008	Truck								
MPC (15 passenger)	2009	Truck								
MPC (15 passenger)	2010	Truck								
MPC (15 passenger)	2011	Truck								
MPC (15 passenger)	2012	Truck								

Annual Fuel	EPA Calculation	Comment	City2 FE (Hwy2 Fuel Comb2 Fuel Low'd City Low'd Hwy Low'd CorCity2 Unadjusted
1367	1367	2011 unit fuel price update.....UPDATED	
1920	1920	TEST NUMBERS CORRECTED.....trans lockup to yes.....2011 fuel unit prices used, CORRECTED	
2400	2400	2011 unit fuel price used for annual fuel cost, corrected final drive to 3.45, axle ratio times pr	
1920	1920	2011 fuel unit prices used	
1367	1367	corrected Golf test numbers.....new diesel fuel unit price \$3.10 used for annual fuel cost	
1367	1367	2011 unit fuel price update.....UPDATED	
1732	1732	2011 unit fuel prices used	
1665	1665	corrected 5-cycle label values and annual fuel cost.....trans lockup to yes..2011 unit fuel pric	
1776	1776	2011 fuel unit price used	
1367	1367	corrected Golf test numbers.....new diesel fuel unit price \$3.10 used for annual fuel cost	
1367	1367	2011 unit fuel price update.....UPDATED	
1606	1606	2011 unit fuel price used for annual fuel cost	
1800	1800	trans lockup to yes.....2011 unit fuel price used for annual fuel cost, RELABEL AFTER EPA CON	
1732	1732	2011 unit fuel prices used	
1665	1665	corrected 5-cycle label and annual fuel cost.....trans lockup to yes....2011 unit fuel prices use	
1367	1367	corrected Golf test numbers.....new diesel fuel unit price \$3.10 used for annual fuel cost	
1409	1409	2011 unit fuel price update.....RELABEL WITH WORSE CASE SPORTWAGEN DATA and ADD	
1732	1732	2011 unit fuel prices used	
1665	1665	corrected 5-cycle results and annual fuel cost.....trans lockup to yes....2011 unit fuel prices us	
2184	2184	trans lockup to yes.....2011 unit fuel price used for annual fuel cost	
2285	2285	2011 unit fuel price used for annual fuel cost.....relabeled with EPA confirmatory tests for F	
2285	2285	Corrected 5-cycle test results.....2011 unit fuel price used for annual fuel cost	
2525	2525		
2285	2285	Change to derived 5-cycle calculation method values	

1. **DEFENDANT'S AFFIRMATIVE DEFENSES**
 2. **1.1. Self-Defense**
 3. **1.2. Alibi**
 4. **1.3. Insanity**
 5. **1.4. Intoxication**
 6. **1.5. Entrapment**
 7. **1.6. Statute of Limitations**
 8. **1.7. Double Jeopardy**
 9. **1.8. Immunity**
 10. **1.9. Unlawful Arrest**
 11. **1.10. Unlawful Search and Seizure**
 12. **1.11. Unlawful Detention**
 13. **1.12. Unlawful Use of Force**
 14. **1.13. Unlawful Use of Deadly Force**
 15. **1.14. Unlawful Use of Firearm**
 16. **1.15. Unlawful Use of Vehicle**
 17. **1.16. Unlawful Use of Explosive**
 18. **1.17. Unlawful Use of Weapon**
 19. **1.18. Unlawful Use of Dangerous Instrument**
 20. **1.19. Unlawful Use of Poison**
 21. **1.20. Unlawful Use of Deadly Weapon**
 22. **1.21. Unlawful Use of Firearm**
 23. **1.22. Unlawful Use of Vehicle**
 24. **1.23. Unlawful Use of Explosive**
 25. **1.24. Unlawful Use of Weapon**
 26. **1.25. Unlawful Use of Dangerous Instrument**
 27. **1.26. Unlawful Use of Poison**
 28. **1.27. Unlawful Use of Deadly Weapon**
 29. **1.28. Unlawful Use of Firearm**
 30. **1.29. Unlawful Use of Vehicle**
 31. **1.30. Unlawful Use of Explosive**
 32. **1.31. Unlawful Use of Weapon**
 33. **1.32. Unlawful Use of Dangerous Instrument**
 34. **1.33. Unlawful Use of Poison**
 35. **1.34. Unlawful Use of Deadly Weapon**
 36. **1.35. Unlawful Use of Firearm**
 37. **1.36. Unlawful Use of Vehicle**
 38. **1.37. Unlawful Use of Explosive**
 39. **1.38. Unlawful Use of Weapon**
 40. **1.39. Unlawful Use of Dangerous Instrument**
 41. **1.40. Unlawful Use of Poison**
 42. **1.41. Unlawful Use of Deadly Weapon**
 43. **1.42. Unlawful Use of Firearm**
 44. **1.43. Unlawful Use of Vehicle**
 45. **1.44. Unlawful Use of Explosive**
 46. **1.45. Unlawful Use of Weapon**
 47. **1.46. Unlawful Use of Dangerous Instrument**
 48. **1.47. Unlawful Use of Poison**
 49. **1.48. Unlawful Use of Deadly Weapon**
 50. **1.49. Unlawful Use of Firearm**
 51. **1.50. Unlawful Use of Vehicle**
 52. **1.51. Unlawful Use of Explosive**
 53. **1.52. Unlawful Use of Weapon**
 54. **1.53. Unlawful Use of Dangerous Instrument**
 55. **1.54. Unlawful Use of Poison**
 56. **1.55. Unlawful Use of Deadly Weapon**
 57. **1.56. Unlawful Use of Firearm**
 58. **1.57. Unlawful Use of Vehicle**
 59. **1.58. Unlawful Use of Explosive**
 60. **1.59. Unlawful Use of Weapon**
 61. **1.60. Unlawful Use of Dangerous Instrument**
 62. **1.61. Unlawful Use of Poison**
 63. **1.62. Unlawful Use of Deadly Weapon**
 64. **1.63. Unlawful Use of Firearm**
 65. **1.64. Unlawful Use of Vehicle**
 66. **1.65. Unlawful Use of Explosive**
 67. **1.66. Unlawful Use of Weapon**
 68. **1.67. Unlawful Use of Dangerous Instrument**
 69. **1.68. Unlawful Use of Poison**
 70. **1.69. Unlawful Use of Deadly Weapon**
 71. **1.70. Unlawful Use of Firearm**
 72. **1.71. Unlawful Use of Vehicle**
 73. **1.72. Unlawful Use of Explosive**
 74. **1.73. Unlawful Use of Weapon**
 75. **1.74. Unlawful Use of Dangerous Instrument**
 76. **1.75. Unlawful Use of Poison**
 77. **1.76. Unlawful Use of Deadly Weapon**
 78. **1.77. Unlawful Use of Firearm**
 79. **1.78. Unlawful Use of Vehicle**
 80. **1.79. Unlawful Use of Explosive**
 81. **1.80. Unlawful Use of Weapon**
 82. **1.81. Unlawful Use of Dangerous Instrument**
 83. **1.82. Unlawful Use of Poison**
 84. **1.83. Unlawful Use of Deadly Weapon**
 85. **1.84. Unlawful Use of Firearm**
 86. **1.85. Unlawful Use of Vehicle**
 87. **1.86. Unlawful Use of Explosive**
 88. **1.87. Unlawful Use of Weapon**
 89. **1.88. Unlawful Use of Dangerous Instrument**
 90. **1.89. Unlawful Use of Poison**
 91. **1.90. Unlawful Use of Deadly Weapon**
 92. **1.91. Unlawful Use of Firearm**
 93. **1.92. Unlawful Use of Vehicle**
 94. **1.93. Unlawful Use of Explosive**
 95. **1.94. Unlawful Use of Weapon**
 96. **1.95. Unlawful Use of Dangerous Instrument**
 97. **1.96. Unlawful Use of Poison**
 98. **1.97. Unlawful Use of Deadly Weapon**
 99. **1.98. Unlawful Use of Firearm**
 100. **1.99. Unlawful Use of Vehicle**
 101. **1.100. Unlawful Use of Explosive**
 102. **1.101. Unlawful Use of Weapon**
 103. **1.102. Unlawful Use of Dangerous Instrument**
 104. **1.103. Unlawful Use of Poison**
 105. **1.104. Unlawful Use of Deadly Weapon**
 106. **1.105. Unlawful Use of Firearm**
 107. **1.106. Unlawful Use of Vehicle**
 108. **1.107. Unlawful Use of Explosive**
 109. **1.108. Unlawful Use of Weapon**
 110. **1.109. Unlawful Use of Dangerous Instrument**
 111. **1.110. Unlawful Use of Poison**
 112. **1.111. Unlawful Use of Deadly Weapon**
 113. **1.112. Unlawful Use of Firearm**
 114. **1.113. Unlawful Use of Vehicle**
 115. **1.114. Unlawful Use of Explosive**
 116. **1.115. Unlawful Use of Weapon**
 117. **1.116. Unlawful Use of Dangerous Instrument**
 118. **1.117. Unlawful Use of Poison**
 119. **1.118. Unlawful Use of Deadly Weapon**
 120. **1.119. Unlawful Use of Firearm**
 121. **1.120. Unlawful Use of Vehicle**
 122. **1.121. Unlawful Use of Explosive**
 123. **1.122. Unlawful Use of Weapon**
 124. **1.123. Unlawful Use of Dangerous Instrument**
 125. **1.124. Unlawful Use of Poison**
 126. **1.125. Unlawful Use of Deadly Weapon**
 127. **1.126. Unlawful Use of Firearm**
 128. **1.127. Unlawful Use of Vehicle**
 129. **1.128. Unlawful Use of Explosive**
 130. **1.129. Unlawful Use of Weapon**
 131. **1.130. Unlawful Use of Dangerous Instrument**
 132. **1.131. Unlawful Use of Poison**
 133. **1.132. Unlawful Use of Deadly Weapon**
 134. **1.133. <**

PZEV TEST GROUPT TEST NUMBERS...changed config 1 with Audi test group to read ADX and division 2 for CC
e stage

es used..EPA confirmatory tests used for Sportwagen.....corrected city achievement range

FIRMATORY TESTING

d..EPA confirmatory tests used for Sportwagen.....corrected city achievement range

ED 5-CYCLE TESTS FOR LITMUS TEST FOR TEST GROUP; BVWXV02.0U5N

ed....EPA confirmatory tests SportWagen used..city achievement range corrected

TP, HWY and US06 for 5-cycle method label

Relative Fuel
 Fuel 2 Ann Fuel 2 EPA Engine De Intake Val Exhaust V Carline CI Carline CI Car/Truck Calc Appr Sales

	2	27	Small Stati car	Derived 5-	(b) (4)
SIDI;	2	24	Compact Ccar	Vehicle Sp	
SIDI;	2	24	Compact Ccar	Vehicle Sp	
SIDI;	2	23	Subcompa car	Vehicle Sp	
	2	24	Compact Ccar	Derived 5-	
	2	24	Compact Ccar	Derived 5-	
	2	24	Compact Ccar	Vehicle Sp	
	2	24	Compact Ccar	Vehicle Sp	
SIDI;	2	24	Compact Ccar	Vehicle Sp	
	2	24	Compact Ccar	Derived 5-	
	2	24	Compact Ccar	Derived 5-	
	1	14	Compact Ccar	Vehicle Sp	
Under EPA	1	14	Compact Ccar	Vehicle Sp	
	2	24	Compact Ccar	Vehicle Sp	
	2	24	Compact Ccar	Vehicle Sp	
	2	27	Small Stati car	Derived 5-	
Under EPA	2	27	Small Stati car	Derived 5-	
	2	27	Small Stati car	Vehicle Sp	
	2	27	Small Stati car	Vehicle Sp	
SIDI;	2	222	Special Pur1	Vehicle Sp	
SIDI; Unde	2	222	Special Pur1	Vehicle Sp	
SIDI; Unde	2	223	Special Pur1	Vehicle Sp	
SIDI;	2	223	Special Pur1	Vehicle Sp	
SIDI;	2	223	Special Pur1	Derived 5-	

Release Date	DEPA FE Label Dataset ID	Due Label	Label Rec	Relabel	Relabel D	Suppress	Police/Em	Comment
8/27/2010	5603		N	N		N	N	
8/27/2010	5552		N	N		N	N	ENGINE CC
8/27/2010	5595		N	N		N	N	
8/27/2010	4572		N	N		N	N	
8/27/2010	4477		N	N		N	N	
8/27/2010	5604		N	N		N	N	
8/27/2010	4586		N	N		N	N	
8/27/2010	5528		N	N		N	N	
8/27/2010	4574		N	N		N	N	ENGINE CC
8/27/2010	4478		N	N		N	N	
8/27/2010	5605		N	N		N	N	
8/27/2010	4521		N	N		N	N	
9/29/2010	5491		Previous values were XX MPG city, XX MPG highway, and XX MPG combined; Relabel			N	N	
8/27/2010	4585		N	N		N	N	
8/27/2010	5529		N	N		N	N	
8/27/2010	4479		N	N		N	N	
8/27/2010	5576		Previous values were XX MPG city, XX MPG highway, and XX MPG combined; Relabel			N	N	
8/27/2010	4584		N	N		N	N	
8/27/2010	5527		N	N		N	N	
8/27/2010	4518		N	N		N	N	ENGINE CC
09/01/2010	4497		Previous values were XX MPG city, XX MPG highway, and XX MPG combined; Relabel			N	N	ENGINE CC
8/27/2010	4497		Previous values were XX MPG city, XX MPG highway, and XX MPG combined; Relabel			N	N	ENGINE CC
8/31/2010	4986		N	N		N	N	
12/7/2010	5720		N	N		N	N	V6 CYLIND

Eng Cnfg	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St	Energy St	# Batterie	Battery Ty
N		N		N					
TA ONLY.		Y	CONTINU	CN					
N		Y	INTAKE/EX	N					
N		Y	CONTINU	CN					
N		N		N					
N		N		N					
N		Y	INLET CONN						
N		Y	INLET CONN						
TA ONLY.		Y	CONTINU	CN					
N		N		N					
N		N		N					
N		N		N					
N		Y	INLET CONN						
N		Y	INLET CONN						
N		N		N					
N		N		N					
N		Y	INLET CONN						
N		Y	INLET CONN						
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
N		Y	INTAKE/EX	N					
NK SYSTEM		Y	MECHANIC	N		Battery		1	NiMH

Battery Ty	Total Volt	Batt Enerç	Batt Spec	Batt Charç	Comment	# Capacit	Regen Br	Regen Br	Regen Br
------------	------------	------------	-----------	------------	---------	-----------	----------	----------	----------

TING ROTATION ANGLE

STS ROTATION ANGLE

288

6

21.5

On-Board

Other

BRAKE PEEBoth

brake Source (Front, Rear, Both)	DRIVER CH	Fuel Cell (Usable H2)	Fuel Cell (HEV-EV C#)	Drive M	Motor Ger	Motor Ger	Rated Mot	Fuel Meter
								Direct Dies
								Spark Ignit
								Spark Ignit
								Spark Ignit
								Direct Dies
								Direct Dies
								Multipoint
								Multipoint
								Spark Ignit
								Direct Dies
								Direct Dies
								Multipoint
								Multipoint
								Multipoint
								Multipoint
								Direct Dies
								Direct Dies
								Multipoint
								Multipoint
								Spark Ignit
								Spark Ignit
								Spark Ignit
								Spark Ignit
GENERATIVE HYDRAULIC MECHANICAL BRAKE SYSTEM				1	Other	3 PHASE C	34	Spark Ignit

W01 Desc	Mfr	Contact	E Contact	Phone
Fuel Meter	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
tion	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ntial fuel injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	

EPA com	VERIFY cc	Model Yr	Mfr Name	Division	Carline	Verify Mfr Index	Mo Eng Displ # Cyl	
		2011	Audi	Audi	A3	ADX	22	2.0 4
Warning - if trans type is A	2011	Audi	Audi	A3	ADX	23	2.0 4	
	2011	Audi	Audi	A3 QUATTI	ADX	24	2.0 4	
	2011	Audi	Audi	A4	ADX	1	2.0 4	
	2011	Audi	Audi	A4 AVANT	ADX	5	2.0 4	
	2011	Audi	Audi	A4 QUATTI	ADX	7	2.0 4	
	2011	Audi	Audi	A4 QUATTI	ADX	3	2.0 4	
	2011	Audi	Audi	A5 Cabriolo	ADX	2	2.0 4	
	2011	Audi	Audi	A5 Cabriolo	ADX	6	2.0 4	
	2011	Audi	Audi	A5 QUATTI	ADX	8	2.0 4	
	2011	Audi	Audi	A5 QUATTI	ADX	4	2.0 4	
	2011	Audi	Audi	A6	ADX	16	3.2 6	
	2011	Audi	Audi	A6 AVANT	ADX	21	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	A6 QUATTI	ADX	20	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	A6 QUATTI	ADX	13	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	A8	ADX	11	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	A8L	ADX	10	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	Q5	ADX	9	2.0 4	
Warning - if trans type is A	2011	Audi	Audi	Q5	ADX	15	3.2 6	
Diesel;	2011	Audi	Audi	Q7	ADX	48	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	Q7	ADX	43	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	R8	ADX	73	4.2 8	
	2011	Audi	Audi	R8	ADX	75	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	R8	ADX	28	5.2 10	
	2011	Audi	Audi	R8	ADX	30	5.2 10	
Warning - if trans type is A	2011	Audi	Audi	R8 Spyder	ADX	72	4.2 8	
	2011	Audi	Audi	R8 Spyder	ADX	74	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	R8 Spyder	ADX	27	5.2 10	
	2011	Audi	Audi	R8 Spyder	ADX	29	5.2 10	
	2011	Audi	Audi	S4	ADX	19	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	S4	ADX	17	3.0 6	
	2011	Audi	Audi	S5	ADX	12	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	S5	ADX	14	4.2 8	
Warning - if trans type is A	2011	Audi	Audi	S5 Cabriolo	ADX	18	3.0 6	
Warning - if trans type is A	2011	Audi	Audi	S6	ADX	59	5.2 10	
Warning - if trans type is A	2011	Audi	Audi	TT COUPE	ADX	25	2.0 4	
Warning - if trans type is A	2011	Audi	Audi	TT ROADST	ADX	26	2.0 4	
	2011	Audi	Volkswage	CC	ADX	57	2.0 4	
	2011	Audi	Volkswage	EOS	ADX	58	2.0 4	
	2011	Audi	Volkswage	GTI	ADX	56	2.0 4	
Diesel;	2011	Audi	Volkswage	TOUAREG	ADX	49	3.0 6	

Trans as I	City FE (G	Hwy FE (C	Comb FE Low'd City	Low'd Hw	Low'd Cor	City Unad	Hwy Unad	Comb Unad
Manual(M	21	30	24			25.2896	40.4108	30.4102
Auto(S6)	22	28	24			27.0555	38.8824	31.346
Auto(S6)	21	28	24			27.2	37.1	30.9119
Auto(AV)	22	30	25			29.2562	42.8122	34.1175
Auto(S8)	21	29	24			26.0226	39.6595	30.7862
Manual(M	21	31	25			27.6262	42.4083	32.7656
Auto(S8)	21	29	24			26.0226	39.6595	30.7862
Auto(AV)	22	30	25			29.2562	42.8122	34.1175
Auto(S8)	21	29	24			26.0226	39.6595	30.7862
Manual(M	21	31	25			27.6262	42.4083	32.7656
Auto(S8)	21	29	24			26.0226	39.6595	30.7862
Auto(AV)	21	30	24			25.1	40.8	30.3566
Auto(S6)	18	26	21			21.8	34.8	26.2052
Auto(S6)	18	26	21			21.8	34.8	26.2052
Auto(S6)	16	24	19			20.1	32.2	24.1906
Auto(S8)	17	27	21			21.1125	35.7222	25.8745
Auto(S8)	17	27	21			21.1125	35.7222	25.8745
Auto(S8)	20	27	22			24.6	35.9	28.6594
Auto(S6)	18	23	20			22.7	30.7	25.7155
Auto(S8)	17	25	20			21.3	37.4	26.4175
Auto(S8)	16	22	18			19.2896	29.8624	22.9453
EPA method used -- can only be used if litmus test meets criteria in 600.115-08.96 CSD-10-04;								
Auto(AM6	13	21	16			15.9506	26.7678	19.496
Manual(M	11	20	14			13.6465	24.301	17.0007
Auto(AM6	13	19	15			15.331	24.3325	18.3929
Manual(M	12	19	14			13.7	23.0667	16.7632
Auto(AM6	13	21	16			15.9506	26.7678	19.496
Manual(M	11	20	14			13.6465	24.301	17.0007
Auto(AM6	13	19	15			15.331	24.3325	18.3929
Manual(M	12	19	14			13.7	23.0667	16.7632
Manual(M	18	27	21			21.5	34.1	25.7879
Auto(S7)	18	28	21			21.6	35	26.096
Manual(M	14	22	17			17.3	29.3	21.2088
Auto(S6)	16	24	19			20.4	31	24.1098
Auto(S7)	17	26	20			20.3	34	24.7961
Auto(S6)	14	21	16			17.2	26.7	20.4789
Auto(S6)	22	31	26			28.3653	42.1799	33.2684
Auto(S6) in model type comment field the reason and regulations for relabeling (if not already provided) (600.314-0								
Auto(S6)	22	31	26			28.3653	42.1799	33.2684
Auto(S6) in model type comment field the reason and regulations for relabeling (if not already provided) (600.314-0								
Manual(M	21	31	25			26.0007	41.3706	31.2202
Manual(M	21	31	25			26.0007	41.3706	31.2202
Manual(M	21	31	25			26.0007	41.3706	31.2202
Auto(S8)	19	28	22			23.4	40.7	28.9345

City	Highway	5-City	Comb 5-C	Guzzler?	Air Aspir	IAir Aspir	Trans	Trans Des	Trans, Otr	# Gears
20.8001	30.031	24.139			TC	Turbochar	M	Manual		6
21.6024	27.7062	23.9797			TC	Turbochar	SA	Semi-Auto		6
20.891	28.1035	23.6187			TC	Turbochar	SA	Semi-Auto		6
22.0197	29.9137	24.9869			TC	Turbochar	CVT	Continuou		1
20.6972	29.2859	23.8439			TC	Turbochar	SA	Semi-Auto		8
21.1151	31.4753	24.7864			TC	Turbochar	M	Manual		6
20.6972	29.2859	23.8439			TC	Turbochar	SA	Semi-Auto		8
22.0197	29.9137	24.9869			TC	Turbochar	CVT	Continuou		1
20.6972	29.2859	23.8439			TC	Turbochar	SA	Semi-Auto		8
21.1151	31.4753	24.7864			TC	Turbochar	M	Manual		6
20.6972	29.2859	23.8439			TC	Turbochar	SA	Semi-Auto		8
20.8972	30.3841	24.3133			NA	Naturally	ACVT	Continuou		1
17.6132	25.8695	20.567			SC	Superchar	SA	Semi-Auto		6
17.6132	25.8695	20.567			SC	Superchar	SA	Semi-Auto		6
16.0034	23.8927	18.7963			NA	Naturally	SA	Semi-Auto		6
17.3466	26.8174	20.6242			NA	Naturally	SA	Semi-Auto		8
17.3466	26.8174	20.6242			NA	Naturally	SA	Semi-Auto		8
19.7598	26.9681	22.4615			TC	Turbochar	SA	Semi-Auto		8
17.8282	22.8606	19.7885			NA	Naturally	SA	Semi-Auto		6
17.4714	24.9624	20.1991			TC	Turbochar	SA	Semi-Auto		8
					SC	Superchar	SA	Semi-Auto		8
13.2519	20.9953	15.889 G			NA	Naturally	AM	Automatec		6
11.4441	19.9708	14.1658 G			NA	Naturally	AM	Manual		6
12.8484	19.2908	15.1208 G			NA	Naturally	AM	Automatec		6
11.5838	19.0061	14.0535 G			NA	Naturally	AM	Manual		6
13.2519	20.9953	15.889 G			NA	Naturally	AM	Automatec		6
11.4441	19.9708	14.1658 G			NA	Naturally	AM	Manual		6
12.8484	19.2908	15.1208 G			NA	Naturally	AM	Automatec		6
11.5838	19.0061	14.0535 G			NA	Naturally	AM	Manual		6
17.7593	26.6578	20.8985			SC	Superchar	M	Manual		6
17.7412	27.812	21.1948			SC	Superchar	SA	Semi-Auto		7
14.2883	21.9404	16.9482 G			NA	Naturally	AM	Manual		6
16.4584	24.1522	19.2125			NA	Naturally	SA	Semi-Auto		6
16.6793	26.1345	19.9228			SC	Superchar	SA	Semi-Auto		7
14.0753	20.6	16.4149 G			NA	Naturally	SA	Semi-Auto		6
8 states label value must not change for entire model year, except for 600.507(a) and 600.314-08(e)(4) reasons.] P	21.1346	30.8063	24.6117		TC	Turbochar	SA	Semi-Auto		6
8 states label value must not change for entire model year, except for 600.507(a) and 600.314-08(e)(4) reasons.] P	21.1346	30.8063	24.6117		TC	Turbochar	SA	Semi-Auto		6
	21.1346	30.8063	24.6117		TC	Turbochar	M	Manual		6
	21.1346	30.8063	24.6117		TC	Turbochar	M	Manual		6
	21.1346	30.8063	24.6117		TC	Turbochar	M	Manual		6
	19.0707	27.9241	22.2444		TC	Turbochar	SA	Semi-Auto		8

Trans Loc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - IFuel	UsagFuel	Usag
N	N	F	2-Wheel DBAD	XV02.03UA			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XV02.03UA			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XV02.03UA			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XJ02.03UB			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XJ02.03UB			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XJ03.23UC			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XV03.03UF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV03.03UF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2365			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.23UH			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.23UH			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XJ02.03UB			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XJ03.23UC			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XT03.03UG		5	DU	Diesel, ultr	
N	N	A	All Wheel IBAD	XT03.0TLF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2375			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2375			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2375			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2375			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV03.03UF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV03.03UF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2365			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV04.2365			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV03.03UF			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV05.2385			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV02.03UA			GP	Gasoline	(F
N	N	A	All Wheel IBAD	XV02.03UA			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XV02.03UA			GP	Gasoline	(F
N	N	F	2-Wheel DBVW	XV02.03SA			GP	Gasoline	(F
N	N	F	2-Wheel DBAD	XV02.03UA			GP	Gasoline	(F
Y	N	A	All Wheel IBAD	XT03.02UG		5	DU	Diesel, ultr	

2017-FFP 001991

Annual Fuel	EPA Calculation	Comment	City2 FE (Hwy2 Fuel Comb2 Fuel Low'd City Low'd Hwy Low'd CorCity2 Unadjusted
2002		2002 2011 fuel unit prices used for annual fuel cost	
2002		2002 ...2011 fuel unit prices used for annual fuel cost	
2002		2002 trans lockup to yes.....2011 fuel unit prices used for annual fuel cost	
1920		1920 five cycle configuration calculation corrected to four places.....2011 FUEL UNIT PRICE ADJUSTMENT	
2002		2002 five cycle configuration calculation corrected to four places.....trans lockup to yes.....2011	
1920		1920 five cycle configuration calculation corrected to four places.....2011 FUEL UNIT PRICE ADJUSTMENT	
2002		2002 SALES VOLUME CORRECTION.....five cycle configuration calculation corrected to four p	
1920		1920 five cycle configuration calculation corrected to four places.....2011 FUEL UNIT PRICE ADJUSTMENT	
2002		2002 five cycle configuration calculation corrected to four places.....trans lockup to yes.....2011 FUEL	
1920		1920 five cycle configuration calculation corrected to four places, correct rounded highway numb	
2002		2002 five cycle configuration calculation corrected to four places.....trans lockup to yes.....2011	
2002		2002 FOUR PLACES FOR 5-CYCLE CALCULATION.....2011 FUEL UNIT PRICE ADJUSTMENT	
2285		2285 four places for 5-cycle calculation.....trans lockup to yes.....2011 FUEL UNIT PRICE ADJUSTMENT	
2285		2285 ADDED SUBCONFIGURATION INFO FOR A6 AVANT QUATTRO...four places for 5-cycle calculat	
2525		2525 WORSE CASE COLD CO AND SCO3 DATA FROM A8L AND SUBSTITUTED FOR A6 QUATTRO 5-CY	
2285		2285 A8 (NWB) CONFIGURATION DATA ADDED, SCO3 AND COLD CO TESTS FROM A8L SUBSTITUTED	
2285		2285 ADDED NORMAL WHEEL BASE CONFIGURATION DATA TO BASE LEVEL CALCULATION...COLD C	
2184		2184 five cycle calculation to four places.....2011 unit fuel price for annual fuel cost....drive train ch	
2400		2400 CITY UPPER LIMIT RANGE CORRECTED TO 22 MPG.....five cycle calculation to four places...2	
2325		2325 2011 unit fuel price used for annual fuel cost.....corrected EPA test results used at 37.4 MPG	
2669		2669 CORRECTED ETW WHICH NOW ADDS A BASE LEVEL...2011 unit fuel price used for annual fuel	
3000		3000	
3427		3427	
3202		3202 2011 unit fuel price for annual fuel cost	
3427		3427 2011 unit fuel price for annual fuel cost	
3000		3000	
3427		3427	
3202		3202 2011 unit fuel price for annual fuel cost	
3427		3427 2011 unit fuel price for annual fuel cost	
2285		2285 five cycle calculation to four places.....2011 fuel unit prices used for annual fuel cost...driv	
2285		2285 five cycle calculation now to four places.....2011 fuel unit prices used for annual fuel cost..	
2822		2822 four place 5-cycle calculation.....2011 fuel unit prices used for annual fuel cost...drive train c	
2525		2525 FIVE CYCLE CALCULATION TO FOUR PLACES...2011 fuel unit prices used for annual fuel cost...dr	
2400		2400 five cycle calculation to four places.....2011 fuel unit prices used for annual fuel cost....dri	
3000		3000 used ADFE for SCO3 and Cold CO test data, basis is S8....2011 fuel unit price used for annual fu	
1848		1848 2011 fuel unit prices used for annual fuel cost.....relabel after new test group certification	
1848		1848 2011 fuel unit prices used for annual fuel cost.....relabel after certification of new test group	
1920		1920 2011 fuel unit prices used.....corrected config test group names and mauf/division codes	
1920		1920 2011 fuel unit prices used	
1920		1920 2011 fuel unit prices used	
2116		2116 2011 unit fuel price used for annual fuel cost...fuel corrected to Ultra Low Sulfur Diesel Fuel...	

STMENT

FUEL UNIT PRICE ADJUSTMENT....drive train changed to AWD...corrected 5-cycle and derived 5-cycle values

STMENT....drive train changed to AWD

laces...trans lockup to yes.....2011 FUEL UNIT PRICE ADJUSTMENT..drive train changed to AWD, corrected derive

STATEMENT

L UNIT PRICE ADJUSTMENT...drive train changed to AWD...corrected 5-cycle and derived 5-cycle values

er from 32 to 31.....2011 FUEL UNIT PRICE ADJUSTMENT...drive train changed to AWD

FUEL UNIT PRICE ADJUSTMENT....drive train changed to AWD...corrected 5-cycle and derived 5-cycle values

STMENT.....drive train changed to AWD...corrected Hwy and combined 5-cycle values

ion.....2011 FUEL UNIT PRICE ADJUSTMENT....drive train changed to AWD...corrected Hwy and Combined 5-cycle v

CLE CALCULATION....5-cycle configuration data calculated to four places...changed to use ADFE for SC03 and Cold C

FOR THIS FIVE CYCLE CONFIGURATION....5-cycle configuration data to four places....2011 fuel unit prices used for a

O AND SCO3 SUBSTITUTED FOR A8 FROM A8L....5-cycle configuration data to four places...2011 fuel unit prices used to AWD

011 unit fuel price for annual fuel cost....drive train changed to AWD

for 5-cycle calculator

cost

e train changed to AWD

```
.drive train changed to AWD
```

hanged to AWD

ive train changed to AWD

ve train changed to AWD

el cost, changed drive train to AWD

..manuf confirmatory tests now used for 5-cycle calculation

Relative Fuel
 Fuel 2 Ann Fuel 2 EPA Engine De Intake Val Exhaust V Carline CI Carline CI Car/Truck Calc Appr Sales

	SIDI;	2	27	Small Stati car	Vehicle Sp	(b) (4)
	SIDI;	2	27	Small Stati car	Vehicle Sp	
	SIDI;	2	27	Small Stati car	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
	SIDI;	2	27	Small Stati car	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
d 5-cycle and 5-cycle values	SIDI;	2	24	Compact Ccar	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	25	Midsize Cacar	Vehicle Sp	
	SIDI;	2	28	Midsize St:car	Vehicle Sp	
alues	SIDI;	2	25	Midsize Cacar	Vehicle Sp	
O test data, basis is AWD, 2011 fuel unit prices used for annual fuel cost...drive train changed to AWD	SIDI;	2	25	Midsize Cacar	Vehicle Sp	
nnual fuel cost....drive train changed to AWD	SIDI;	2	25	Midsize Cacar	Vehicle Sp	
d for annual fuel cost...drive train changed to AWD	SIDI;	2	26	CORRECTED DERIVED COMBINED VALUE TYPE	Vehicle Sp	
	SIDI;	2	223	Special Pur1	Vehicle Sp	
	SIDI;	2	223	Special Pur1	Vehicle Sp	
		2	223	Special Pur1	Vehicle Sp	
	SIDI;	2	223	Special Pur1	Derived 5-	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	25	Midsize Cacar	Vehicle Sp	
	SIDI; Unde	2	23	Subcompa car	Vehicle Sp	
	SIDI; Unde	2	21	Two Seate car	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
	SIDI;	2	23	Subcompa car	Vehicle Sp	
	SIDI;	2	24	Compact Ccar	Vehicle Sp	
		2	223	Special Pur1	Vehicle Sp	

Release Date	DEPA FE Label Dataset ID	Unique Label Rec	Relabel	Relabel D	Suppress	Police/Em	Comment
8/27/2010	4503	N	N		N	N	ENGINE CC
8/27/2010	4504	N	N		N	N	ENGINE CC
8/27/2010	4505	N	N		N	N	ENGINE CC
8/27/2010	4486	N	N		N	N	
8/27/2010	5419	N	N		N	N	
8/27/2010	4527	N	N		N	N	
8/27/2010	5417	N	N		N	N	
8/27/2010	4487	N	N		N	N	
8/27/2010	5420	N	N		N	N	
8/27/2010	4528	N	N		N	N	
8/27/2010	5418	N	N		N	N	
8/27/2010	4494	N	N		N	N	
8/27/2010	5424	N	N		N	N	
8/27/2010	5423	N	N		N	N	
8/27/2010	4579	N	N		N	N	
8/27/2010	4578	N	N		N	N	
8/27/2010	5422	N	N		N	N	
8/27/2010	4529	N	N		N	N	
8/27/2010	4532	N	N		N	N	
8/27/2010	5427	N	N		N	N	
8/27/2010	5574	N	N		N	N	
10/4/2010	5560	N	N		N	N	
10/4/2010	5562	N	N		N	N	
8/27/2010	4509	N	N		N	N	ENGINE CC
8/27/2010	4511	N	N		N	N	ENGINE CC
10/4/2010	5559	N	N		N	N	
10/4/2010	5561	N	N		N	N	
8/27/2010	4508	N	N		N	N	ENGINE CC
8/27/2010	4510	N	N		N	N	ENGINE CC
8/27/2010	4535	N	N		N	N	
8/27/2010	4533	N	N		N	N	
8/27/2010	4530	N	N		N	N	
8/27/2010	4531	N	N		N	N	
8/27/2010	4534	N	N		N	N	
8/27/2010	4580	N	N		N	N	
8/27/2010	4555	N	N		N	N	
8/27/2010	5553	N	N		N	N	ENGINE CC
8/27/2010	4571	N	N		N	N	
8/27/2010	4570	N	N		N	N	ENGINE CC
8/27/2010	5428	N	N		N	N	

2010- Previous values were XX MPG city, XX MPG highway, and XX MPG combined;
2010- Previous values were XX MPG city, XX MPG highway, and XX MPG combined;

Engnfg	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St	Energy St #	Batterie	Battery Ty
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N		Y	INLET AND	N					
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N		Y	CONTINU	CY	AUDI VALV				
N		Y	CONTINU	CY	AUDI VALV				
N		N		N					
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N (AUDI R8)		Y	INLET AND	N					
N (AUDI R8)		Y	INLET AND	N					
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N (AUDI R8)		Y	INLET AND	N					
N (AUDI R8)		Y	INLET AND	N					
N		Y	CONTINU	CN					
N		Y	CONTINU	CN					
N		Y	INLET AND	N					
N		Y	INLET AND	N					
N		Y	CONTINU	CN					
N		Y	INLET AND	N					
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
N		Y	CONTINU	CN					
TA ONLY.		Y	CONTINU	CN					
N		N		N					

Battery Ty	Total Volt	Batt Enerç	Batt Spec	Batt Charç	Comment	#	Capacit	Regen Br	Regen Br	Regen Br
------------	------------	------------	-----------	------------	---------	---	---------	----------	----------	----------

Wheels Source (Front, Rear, Both) Driver Ctrl Fuel Cell Usable H2 Fuel Cell (HEV-EV C# Drive McMotor GerMotor GerRated MotFuel Meter

[illegible]

[illegible]

EPA com	VERIFY cc	Model Yr	Mfr Name	Division	Carline	Verify Mfr Index (Mo	Eng Displ # Cyl
Warning - if trans type is A	2011	Bentley	Bentley M	Cont Super	BEX	46	6.0 12
Warning - if trans type is A	2011	Bentley	Bentley M	Continent	BEX	45	6.0 12
Warning - if trans type is A	2011	Bentley	Bentley M	Continent	BEX	44	6.0 12
Warning - if trans type is A	2011	Bentley	Bentley M	Continent	BEX	47	6.0 12
Warning - if trans type is A	2011	Bentley	Bentley M	Mulsanne	BEX	76	6.8 8

City	Highway 5-Cyl	Comb 5-Cyl	Guzzler?	Air Aspir	Air Aspir	Trans	Trans Des	Trans, Otr	# Gears
11.5043	18.877	13.9574	G	TC	Turbochar	SA	Semi-Auto		6
8 states label values must not change for entire model year, except for 600.507(a) and 600.314-08(e)(4) reasons.] P									
11.5104	17.7139	13.3448	G	TC	Turbochar	SA	Semi-Auto		8
8 states label values must not change for entire model year, except for 600.507(a) and 600.314-08(e)(4) reasons.] P									
11.7036	18.9212	14.1289	G	TC	Turbochar	SA	Semi-Auto		6
10.8404	17.6392	13.1152	G	TC	Turbochar	SA	Semi-Auto		8

Trans Loc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - IFuel Usag	Fuel Usag
N	N	A	All Wheel IBBEXV06.0501				330	GP Gasoline (F
base revision release date to the effective date when vehicles were relabelled				All Wheel IBBEXV06.0501			310	GP Gasoline (F
base revision release date to the effective date when vehicles were relabelled				All Wheel IBBEXV06.0501			310	GP Gasoline (F
N	N	A	All Wheel IBBEXV06.0501				330	GP Gasoline (F
N	N	R	2-Wheel DBBEXV06.84LA					GP Gasoline (F

Annual Fuel	EPA Calculated	Comment	City2 FE (Hwy2 Fuel Comb2 Fuel	Low'd City	Low'd Hwy	Low'd Cor	City2 Unadjusted
3427	3427	FULL 5-CYC8	14	10			10.3
3691	3691	FULL 5-CYC8	13	9			9.4404
3691	3691	FULL 5-CYC8	13	9			9.4404
3427	3427	FULL 5-CYC8	14	10			10.3
3691	3691						

177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500	501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537	538	539	540	541	542	543	544	545	546	547	548	549	550	551	552	553	554	555	556	557	558	559	560	561	562	563	564	565	566	567	568	569	570	571	572	573	574	575	576	577	578	579	580	581	582	583	584	585	586	587	588	589	590	591	592	593	594	595	596	597	598	599	600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

```

1ENGINE CDD569UBST837016N W0R578CASE1E0511X C20E CKH @621 HP SUBSTITUTED MFG CONFIGURATIONS WI
16VGB9E CDD788UBST778470N W0R670BASDZ0698 C20E CKH @621 HP SUBSTITUTED MFG CONFIGURATIONS WI
16VGB9E CDD788UBST778470N W0R670BASDZ0698 C20E CKH @621 HP SUBSTITUTED MFG CONFIGURATIONS WI
1ENGINE CDD681UBST815760N W0R578CASE1E0501X C20E CKH @621 HP SUBSTITUTED MFG CONFIGURATIONS WI

```

2017-FFP_002007

Release Date	DEPA FE Label Dataset ID	Unique Label	Label Rec	Relabel	Relabel Dis	Suppress	Police/Em	Comment
8/27/2010	5495	2010 fuel prices used....corrected axle ratio, corrected gasoline base level fuel economy						Continental
9/15/2010	5566	DRIVE RANGE, EMISSIONS AND GASOLINE Highway 2011, fuel economy, and EPA CONFIRMATORY EPA CITY: HIGHWAY AND						Continental
9/15/2010	5566	DRIVE RANGE, EMISSIONS AND GASOLINE Highway 2011, fuel economy, and EPA CONFIRMATORY EPA CITY: HIGHWAY AND						Continental
8/27/2010	5495	2010 fuel prices used....corrected axle ratio, corrected base level fuel economy						Continental
11/1/2010	5626		N	N			N	N

Cyl Cnfg	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St	Energy St #	Batterie	Battery Ty
ports and Continental	Supersport	Convertible							
ports and Continental	Supersport	Convertible							
ports and Continental	Supersport	Convertible							
ports and Continental	Supersport	Convertible							
Y	Cylinder d	Y	Variation c	N					

Battery Ty	Total Volt	Batt Enerç	Batt Spec	Batt Charç	Comment	#	Capacit	Regen Br	Regen Br	Regen Br
------------	------------	------------	-----------	------------	---------	---	---------	----------	----------	----------

. No change in valve overlaps.

br/>ls Source (Front, Rear, Both)									
Driver Cnt	Fuel Cell	Usable H2	Fuel Cell (HEV-EV C#	Drive M	Motor Ger	Motor Ger	Rated Mot	Fuel Mete	
								Multipoint	
								Multipoint	
								Multipoint	
								Multipoint	
								Multipoint	

W01 Desc	Mfr	Contact	E	Contact	Phone
Fuel Meter	WECHE	Richard.Th	248	754	4213
ntial fuel injection	WECHE	Richard.Th	248	754	4213
ntial fuel injection	WECHE	Richard.Th	248	754	4213
ntial fuel injection	WECHE	Richard.Th	248	754	4213
ntial fuel injection	WECHE	Richard.Th	248	754	4213

EPA comn	VERIFY cc	Model Yr	Mfr Name	Division	Carline	Verify Mfr	Index (Mo	Eng Displ	# Cyl
Warning - if trans type is Auto									
2011		Bugatti	Bugatti	Veyron	BGT		61	8.0	16

Trans as I	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd Hw	Low'd Cor	City Unad	Hwy Unad	Comb Unad
Auto(S7)	8	15	10				10	17.9	12.4782

City	Highway	City	Comb 5-C	Guzzler?	Air Aspir	Air Aspira	Trans	Trans Des	Trans, Otr	# Gears
8.4232	14.7698	10.4424	G		TC	Turbochar	SA	Semi-Auto		7

Trans Loc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - IFuel Usag	Fuel Usag
N	N	A	All Wheel IBBGTV08.0V16				GPR	Gasoline (F

Model	Year	MPG (City/Hwy)	CO2 (g/mi)	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
Not exempt											

Annual Fuel Cost	EPA Calculation	Comment	City2 FE (l/100mi)	Hwy2 FE (l/100mi)	Comb2 FE (l/100mi)	Low'd City (l/100mi)	Low'd Hwy (l/100mi)	Low'd Cor (l/100mi)	City2 Unadjusted
4800		4800 fuel unit price updated for annual fuel cost....corrected final axle ratio...corrected drive system							

to all-wheel-drive

Relative Fuel	2012 EPA	Engine Displacement	Intake Valve	Exhaust Valve	Carline CI	Carline CI	Carline CI	Car/Truck Calc	Appr Sales
			2	21		Two Seater	car	Vehicle Sp	40

Release Date	DEPA FE Label Data Set ID	Due Label Rec	Relabel	Relabel Dis	Suppress	Police/Em	Comment
8/27/2010	5498	[REDACTED]	N	N	N	N	CHARGE A

Eng Cnfg	Cyl Deact	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St	Energy St	# Batterie	Battery Ty
NER (AIR / LIQUID) -- SFI/AIR/4TC/2CAC/4WU										

FILE AND IN TWC/2TWC/4HO2S(2) This configuration is in the Bugatti Veyron and

Battery Ty	Total Volt	Batt Ener	Batt Spec	Batt Char	Comment	#	Capacit	Regen Br	Regen Br	Regen Br
Veyron Grand Sport.										

Driv	Fuel Source (Front, Rear, Both)	Fuel Cell Usable H2	Fuel Cell (HEV-EV C#	Drive Mode	Motor Gen	Motor Gen	Rated Motor	Fuel Meter
								Multipoint

W01 Desc	Mfr	Contact	E Contact	Phone
Fuel Meter	ntial fuel injection	RECHARD T	Richard.Th	248 754 4213

EPA comn	VERIFY cc	Model Yr	Mfr Name	Division	Carline	Verify Mfr Index (Mo	Eng Displ #	Cyl
		2011	Lamborghini	Lamborghini	Gallardo C	NLX	52	5.2 10
		2011	Lamborghini	Lamborghini	Gallardo C	NLX	54	5.2 10
Warning - if trans type is Auto		2011	Lamborghini	Lamborghini	Gallardo S	NLX	53	5.2 10
		2011	Lamborghini	Lamborghini	Gallardo S	NLX	55	5.2 10

Trans as I	City FE (G	Hwy FE (C	Comb FE	Low'd City	Low'd Hw	Low'd Cor	City Unad	Hwy Unad	Comb Unad
Auto(AM6	13	20	16				16.1	25.4	19.276
Manual(M	12	20	15				14	24	17.2308
Auto(AM6	13	20	16				16	25.4	19.197
Manual(M	12	20	14				13	22.6	16.0722

City	Highway	City	Comb 5-C	Guzzler?	Air Aspir	Air Aspira	Trans	Trans Des	Trans, Otr	# Gears
13.4655	19.7573	15.718	G	NA	Naturally	AM	Automate			6
12.0883	19.9831	14.7021	G	NA	Naturally	AM	Manual			6
13.3954	19.7741	15.6701	G	NA	Naturally	AM	Automate			6
11.5388	19.5451	14.1465	G	NA	Naturally	AM	Manual			6

Trans Loc	Trans Cre	Drive Sys	Drive Des	Primary B	Max Ethar	Max Biodi	Range1 - IFuel Usag	Fuel Usag
Y	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline (F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline (F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline (F
N	N	A	All Wheel IBAD	XV05.2LR8			GP	Gasoline (F

Model	Year	MPG City	MPG Hwy	MPG Comb	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
Model	Year	MPG City	MPG Hwy	MPG Comb	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
Model	Year	MPG City	MPG Hwy	MPG Comb	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
Model	Year	MPG City	MPG Hwy	MPG Comb	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu
Model	Year	MPG City	MPG Hwy	MPG Comb	Gas Guzzl	Gas Guzzl	2Dr Pass	2Dr Lugg	4Dr Pass	4Dr Lugg	Htchbk Pa	Htchbk Lu

Annual Fuel	EPA Calculated	Comment	City2 FE (Hwy2 Fuel Comb2 Fuel	Low'd City	Low'd Hwy	Low'd Cor	City2 Unadjusted
3000	3000	BASE LEVEL 5 CYCLE DATA CORRECTED.....	fuel unit price updated for annual fuel cost.....	cor			
3202	3202	fuel unit price updated for annual fuel cost					
3000	3000	fuel unit price updated for annual fuel cost....	corrected city and combined 5-cycle values				
3427	3427	fuel unit price updated for annual fuel cost					

FTP Methodology - Emissions Fuel

Hwy2 Ona Comb2 Or City2 FuelHwy2 Fue Comb2 Fu Range2 - Fuel2 Us: Fuel2 Us:Fuel2 UnitFuel2 Unit
direct 5-cycle values due to FTP 3rd bag rounding error, from 19.7 to 19.6 (19.65)

Relative Fuel	Engine Displacement	Intake Valve	Exhaust Valve	Carline CI	Carline CI	Car/Truck Calc	Appr Sales
---------------	---------------------	--------------	---------------	------------	------------	----------------	------------

SIDI;	2	21	Two Seate car	Vehicle Sp			
SIDI;	2	21	Two Seate car	Vehicle Sp			
SIDI;	2	21	Two Seate car	Vehicle Sp			
SIDI;	2	21	Two Seate car	Vehicle Sp			

(b) (4)

Release Date	DEPA FE Label Data Set ID	Due Label Rec Relabel	Relabel Dis	Suppress	Police/Em	Comment
8/27/2010	5415	N	N	N	N	ENGINE CC
8/27/2010	4474	N	N	N	N	ENGINE CC
8/27/2010	5416	N	N	N	N	ENGINE CC
8/27/2010	4475	N	N	N	N	ENGINE CC

Eng Cnfg	Cyl Deact	Var Valve	Var Valve	Var Valve	Var Valve	Energy St	Energy St #	Batteries	Battery Ty
N(AUDI R8)		Y		INLET ANDN					
N(AUDI R8)		Y		INLET ANDN					
N(AUDI R8)		Y		INLET ANDN					
N(AUDI R8)		Y		INLET ANDN					

Battery Ty	Total Volt	Batt Enerç	Batt Spec	Batt Charç	Comment	#	Capacit	Regen Br	Regen Br	Regen Br
------------	------------	------------	-----------	------------	---------	---	---------	----------	----------	----------

brake Source (Front, Rear, Both)	Driver Cnt	Fuel Cell (Usable H2)	Fuel Cell (HEV-EV C#)	Drive M	Motor Ger	Motor Ger	Rated Mot	Fuel Meter
								Spark Ignit
								Spark Ignit
								Spark Ignit
								Spark Ignit

W01 Desc	Mfr	Contact	E Contact	Phone
Fuel Meter	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	
ect Injection	RICHARD T	Richard.Th	248 754 4213	

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Wed 1/26/2011 1:28:41 PM
Subject: Audi - Application for certification CAD_3UF
william.rodgers@vw.com

Hello Jim,

I have submitted the necessary fuel economy retests and Applications for the 2012 Audi test group CADXV03.03UF. You will also find submitted Certificate Requests for the two related EVAP groups.

This is a carryover test group with the addition of a new model, Audi A7 quattro, and EVAP family CADXR0140C7A. Note, the CSI sheet that Verify generated for this new EVAP family is not in the usual test order somehow.

Please let me know if you see something that needs attention.

Best regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 1/26/2011 2:10:44 PM
Subject: Audi - Certificate request test group CADXV03.03UF / EVAP family CADXR0140C7A
william.rodgers@vw.com

Hi Jim,

Just for clarification, in the Certificate Request for the new EVAP family CADXR0140C7A I indicated that the ORVR had not been EPA approved. In fact, it was previously reviewed and approved for the 2011 Audi A8 EVAP family BADXR0155D4Q as noted in the ORVR Safety Application in Section 15 of the Certification Application. Please Let me know if I need to revise the Certificate request.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Thur 1/27/2011 6:31:46 PM
Subject: Volkswagen certificates requested
william.rodgers@vw.com

Hi Jim,

Thanks for your help in denying the previous certificate requests this morning. I have resubmitted the two requests and the revised Applications for Audi test group CADXV03.03UF, EVAP families CADXR0140B8Q and CADXR0140C7A.

The CSI for EVAP family CADXR0140C7A was revised to reflect corrected dyno coefficients.

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 1/27/2011 7:56:19 PM
Subject: Volkswagen - Application submission for Test Group CADXJ02.03UB
william.rodgers@vw.com

Hello Jim,

We have submitted to Verify the manufacturer fuel economy retests needed for Audi test group CADXJ02.03UB.

The Application for Certification and the two certification requests, for EVAP families CADXR0140B8Q and CADXR0140C7A, have also been submitted for your review.

Best regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Mon 2/7/2011 7:50:03 PM
Subject: VW Group: New Test Waiver Request for VW Test Group CVWXV06.3UA8

Hello Jim,

Just a "heads up" for a new test waiver request.

The Audi A8L has a new body for MY 2012. This particular version is equipped with a new 6.3l normally aspirated W12 engine and an eight speed automatic transmission.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Mon 2/7/2011 9:44:56 PM
Subject: Recent Submission RE: SCR and AECD

Hello Jim:

Just a heads-up. I have submitted a document through VERIFY that is a request for approval of a diesel SCR system and description of AECDs. This document applies to the 2.0L TDI diesel that will be in the new Passat for 2012MY. You may recall that the 2.0L TDI in the Golf/Jetta uses a NOx storage catalyst (w/o SCR) and the 3.0L V6 TDI in the VW Touareg and Audi Q7, uses SCR. So, this is our first 2.0L TDI using an SCR system.

Please let me know if there are any questions. We will have some folks from Germany in the US next week if we need to discuss this topic.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Tue 2/8/2011 3:45:30 PM
Subject: RE: VW Group: New Test Waiver Request for VW Test Group CVWXV06.3UA8

Hello Jim,

The "heads up" was a little premature. Some yet undiscovered problem with the Verify System has rejected submission. I am waiting for a solution from the helpdesk.

Best regards,

Bob Hart

From: Hart, Robert (VWoA)
Sent: Monday, February 07, 2011 2:50 PM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: VW Group: New Test Waiver Request for VW Test Group CVWXV06.3UA8

Hello Jim,

Just a "heads up" for a new test waiver request.

The Audi A8L has a new body for MY 2012. This particular version is equipped with a new 6.3l normally aspirated W12 engine and an eight speed automatic transmission.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Mon 2/14/2011 9:07:59 PM
Subject: Volkswagen Application for Emissions Certification - Test group CVWXV06.3UA8

Hello Jim,

Just a heads up that we have submitted the application for the above listed test group. This is a new test group. Confirmatory tests were waived and no manufacturer retests were required.

Please let me know if you have any questions about this submission.

Regards

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Thur 2/17/2011 3:26:01 PM
Subject: VW - Revisions to MY 2010 Audi Final applications

Hello Jim,

Today we uploaded revisions of the final applications for a total of five MY2010 Audi test groups. These revisions had an update to the parts list in section 21.

Updated CBI and FO final applications were uploaded for the following test groups:

AADXJ03.23UC

AAD XV02.03PA

AAD XV02.03UA

AAD XV02.03UB

AAD XV03.03UF

Please contact me if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 2/17/2011 6:59:34 PM
Subject: Re: Volkswagwen Application for Emissions Certification - Test group CVWXV06.3UA8

Its there now.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 02/14/2011 04:16 PM
Subject: Volkswagwen Application for Emissions Certification - Test group CVWXV06.3UA8

Hello Jim,

Just a heads up that we have submitted the application for the above listed test group. This is a new test group. Confirmatory tests were waived and no manufacturer retests were required.

Please let me know if you have any questions about this submission.

Regards
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Fri 2/25/2011 7:38:06 PM
Subject: VW Group - CVWXV03.6U41 submittals
william.rodgers@vw.com

Hi Jim,

I have submitted Test Information and Decision Information to Verify for the above mentioned test group. This represents the 3.6L VR6 (Bin 5 / ULEV-II) version of the 2012 Passat, already certified with the 2.5L 5-cylinder engine. The test group includes one vehicle configuration using existing technology 3.6L VR6 engine and 6-speed Front-drive DSG transmission, however this is the first model available with this engine/transmission combination. The EVAP family is a carryover from the previous model year VW Passat. This new test group will also be included in VW Group's Cold NMHC compliance phase-in for 2012.

Please let me know if you have any questions.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 2/28/2011 3:21:09 PM
Subject: VW Group - BVWXV03.6U41
william.rodgers@vw.com

Hi Jim,

The Supplemental Information has been submitted for the following vehicle selected for confirmatory testing:

VW Passat 3.6L

Vehicle ID: 411 10206 /12

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 3/2/2011 8:19:53 PM
Subject: Notification of a new in-use surveillance test class
[NOTIF-P-120-Volkswagen.doc](#)

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

March 2, 2011

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Rd.,
Auburn Hills, Michigan 48326

Dear Mr. Reineke,

The Environmental Protection Agency will test a 2005 model-year Volkswagen test-group in our surveillance test-program. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of two or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure and highway cycle will follow a single LA-4 preconditioning cycle. If this test-group contains models which are equipped with 4WD or AWD, the vehicles may be tested in either of these modes.

One vehicle may be subjected to evaporative testing and a US06 is usually run per class. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system. If you are aware of OBD enabling criteria which would limit our ability to evaluate these systems, please inform me. Copies of the OBD enabling criteria which were approved during certification should be provided if there are such limitations.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

Lynn Sohacki
Compliance and Innovative Strategies Division

Enclosure

ENCLOSURE 1

<u>Lab</u>	NVFEL Ann Arbor, Michigan
<u>Test Group</u>	5VWXT03.2225
<u><i>Estimated Start Date</i></u>	Week-ending April 8, 2011
<u>Recall/Testing Representative</u>	Lynn Sohacki
<u>Telephone Number</u>	(734) 214-4851
<u>E-mail address</u>	Sohacki.lynn@epa.gov
<u>Class Numbers</u>	P120/P121 (low-mileage / high-mileage)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 3/2/2011 8:25:49 PM
Subject: Notification of a new in-use surveillance test class P120
[NOTIF-P-120-Volkswagen.pdf](#)

Hi, Sebastian.

Here is a .pdf copy of the signed letter.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 03/02/2011 03:24 PM -----

From: Lynn Sohacki/AA/USEPA/US
To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
Date: 03/02/2011 03:19 PM
Subject: Notification of a new in-use surveillance test class

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

March 2, 2011

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Rd.
Auburn Hills, Michigan 48326

OFFICE OF
AIR AND RADIATION

Dear Mr. Reineke:

The Environmental Protection Agency will test a 2005 model-year Volkswagen test-group in our surveillance test-program. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of two or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure and highway cycle will follow a single LA-4 preconditioning cycle. If this test-group contains models which are equipped with 4WD or AWD, the vehicles may be tested in either of these modes.

One vehicle may be subjected to evaporative testing and a US06 is usually run per class. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system. If you are aware of OBD enabling criteria which would limit our ability to evaluate these systems, please inform me. Copies of the OBD enabling criteria which were approved during certification should be provided if there are such limitations.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lynn Sohacki", is positioned above the printed name.

Lynn Sohacki
Compliance and Innovative Strategies Division

Enclosure

ENCLOSURE 1

Lab

NVFEL
Ann Arbor, Michigan

Test Group

5VWXT03.2225

Estimated Start Date

Week-ending April 8, 2011

Recall/Testing Representative

Lynn Sohacki

Telephone Number

(734) 214-4851

E-mail address

Sohacki.lynn@epa.gov

Class Numbers

P120/P121 (low-mileage / high-mileage)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Kata, Leonard"
Sent: Thur 3/3/2011 3:47:17 PM
Subject: VW Request for Approval - SCR and AECD

Hello Jim:

In mid-February I submitted a document that describes the SCR system in the 2012 New Passat with 2.0L TDI Diesel. The document also contains information about AECDs for this engine concept. This is the mid-size sedan vehicle that will be produced beginning in late April in the new plant in Chattanooga, TN.

I was wondering whether you have had a chance to look at the information and if you find it acceptable or have further questions or concerns.

Please let me know.

Best regards,

Len

Leonard W. Kata

Manager, Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Thur 3/3/2011 9:28:39 PM
Subject: RE: VW Request for Approval - SCR and AECD

Jim –

Okay, thanks for checking.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 03, 2011 1:39 PM
To: Ex. 7
Subject: Re: VW Request for Approval - SCR and AECD

Hi Ex. 7 I saw your note and I haven't forgotten. I gave it a quick look but I need to set aside some time and go through it . I will make it a point to complete my evaluation of it next week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7
To: Jim Snyder/AA/USEPA/US@EPA

Date: 03/03/2011 10:48 AM

Subject: VW Request for Approval - SCR and AECD

Hello Jim:

In mid-February I submitted a document that describes the SCR system in the 2012 New Passat with 2.0L TDI Diesel. The document also contains information about AECDs for this engine concept. This is the mid-size sedan vehicle that will be produced beginning in late April in the new plant in Chattanooga, TN.

I was wondering whether you have had a chance to look at the information and if you find it acceptable or have further questions or concerns.

Please let me know.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Mon 3/7/2011 2:30:27 PM
Subject: RE: Notification of a new in-use surveillance test class P120

Hello Lynn,

Thank you very much for the information about the surveillance program.

Please let me know when the first car comes in. I would like to be at your lab when the car will be inspected.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, March 02, 2011 3:26 PM
To: Berenz, Sebastian
Subject: Notification of a new in-use surveillance test class P120

Hi, Sebastian.

Here is a .pdf copy of the signed letter.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

(See attached file: NOTIF-P-120-Volkswagen.pdf)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 03/02/2011 03:24 PM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 03/02/2011 03:19 PM

Subject: Notification of a new in-use surveillance test class

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Mon 3/7/2011 2:46:09 PM
Subject: RE: Notification of a new in-use surveillance test class P120

Hi,Sebastian.

We will let you know the week before we recruit the vehicle and you will also receive a call from URS to set up a time to observe the maintenance.

Take care,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 03/07/2011 09:32 AM
Subject: RE: Notification of a new in-use surveillance test class P120

Hello Lynn,

Thank you very much for the information about the surveillance program.

Please let me know when the first car comes in. I would like to be at your lab when the car will be inspected.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Enviromental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, March 02, 2011 3:26 PM

To: Berenz, Sebastian

Subject: Notification of a new in-use surveillance test class P120

Hi, Sebastian.

Here is a .pdf copy of the signed letter.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

(See attached file: NOTIF-P-120-Volkswagen.pdf)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 03/02/2011 03:24 PM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 03/02/2011 03:19 PM

Subject: Notification of a new in-use surveillance test class

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 3/8/2011 2:31:50 PM
Subject: VWGoA Revised application submitted CNLXV06.5L83

Hello Jim,

Just a heads up that we have submitted a revised application today for a running change (related to new catalyst and model name change). This is for Lamborghini test group CNLXV06.5L83. We are requesting a revised certificate.

Please let me know if you have any questions on this.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 3/8/2011 7:56:33 PM
Subject: VW Group Decision Information submissions for TG: CVWXV02.03PA
william.rodgers@vw.com

Hi Jim,

We submitted today two Decision Information data sets for test group CVWXV02.03PA. These are related to a forthcoming Running Change to add the Jetta model to this existing Bin 3/ SULEV (PZEV) test group.

No new technology is included with this model. The manual transmission configuration does require a HWY retest do to high fuel economy for the ETW.

Vehicle ID: VW361 00464 (Jetta manual trans)
VW465 00127 (Jetta automatic trans)

Best regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/8/2011 10:50:15 PM
Subject: Re: VW Group Decision Information submissions for TG: CVWXV02.03PA
william.rodgers@vw.com

Thanks, yes I saw the highway test flagged. Glad to read that you plan to test it. I was going to wait and see if you did it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/08/2011 02:57 PM
Subject: VW Group Decision Information submissions for TG: CVWXV02.03PA

Hi Jim,
We submitted today two Decision Information data sets for test group CVWXV02.03PA. These are related to a forthcoming Running Change to add the Jetta model to this existing Bin 3/ SULEV (PZEV) test group. No new technology is included with this model. The manual transmission configuration does require a HWY retest do to high fuel economy for the ETW.

Vehicle ID: VW361 00464 (Jetta manual trans)
VW465 00127 (Jetta automatic trans)

Best regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 3/9/2011 12:52:10 PM
Subject: RE: VW Group Decision Information submissions for TG: CVWXV02.03PA
william.rodgers@vw.com

Thanks Jim.

We have a test QA process that flags any manufacturer retests necessary based on the current EPA parameters. We will always try to mention them to you for your confirmatory test decision information.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, March 08, 2011 5:50 PM
To: Rodgers, William
Subject: Re: VW Group Decision Information submissions for TG: CVWXV02.03PA

Thanks, yes I saw the highway test flagged. Glad to read that you plan to test it. I was going to wait and see if you did it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/08/2011 02:57 PM
Subject: VW Group Decision Information submissions for TG: CVWXV02.03PA

Hi Jim,

We submitted today two Decision Information data sets for test group CVWXV02.03PA. These are related to a forthcoming Running Change to add the Jetta model to this existing Bin 3/ SULEV (PZEV) test group.

No new technology is included with this model. The manual transmission configuration does require a HWY retest do to high fuel economy for the ETW.

Vehicle ID: VW361 00464 (Jetta manual trans)
VW465 00127 (Jetta automatic trans)

Best regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA
Cc: Ex. 7
From: Ex. 7
Sent: Wed 3/9/2011 4:39:26 PM
Subject: VWGoA - Field Fix documents for MY 2004 test groups 4VWXV2.0234 / 4VWXV01.9236
CBI 4VWXV02.0234 APP F04 R00.PDF
CBI 4VWXV01.9236 APP F10 R00.PDF

Hello Jim,

Today we prepared two field fix letters which we could not upload through Verify. The problem is that they are for MY 2004, whereas list in Verify only goes to 2005 (I am told Verify previously had earlier MY available). So instead of using Verify, I am sending the documents to you as PDF attachments in this email.

If there is a better way to handle this should it occur in the future, please let me know.

Regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Thur 3/10/2011 9:12:11 PM
Subject: VWGoA Decision Information Submitted

Hello Jim,

We have added a new model (Jetta GLI, both automatic and manual configurations) for test group CADXJ02.03UA. This test group is a carryover test group and has already been certified. A running change will also be submitted for the addition of the new model.

We have already submitted vehicle information, test data and Decision Information for both transmissions of this model. Note, this model is not a new worst case vehicle and has no new technology.

Please note, one manufacturer re-test is required (for the automatic configuration: HWFE / High FE for ETW).

We would greatly appreciate your response on this as soon as possible. Please let me know if you have any questions regarding this submission.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Mon 3/14/2011 1:21:26 PM
Subject: RE: VWGoA Decision Information Submitted

Hello Jim,

Just to confirm, we did receive the waiver confirmation for this Friday afternoon. Thanks again for your help.

There is one item I need to clarify – the running change that will be submitted is because of the addition of a new carline (Beetle). I just wanted to clarify that detail since the Jetta GLI will remain in the Jetta carline as a carryover. I had misunderstood this Friday when we talked.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Giles, Michael
Sent: Thursday, March 10, 2011 4:12 PM
To: Snyder, Jim
Cc: Rodgers, William; Hart, Robert (VWoA)
Subject: VWGoA Decision Information Submitted

Hello Jim,

We have added a new model (Jetta GLI, both automatic and manual configurations) for test group CADXJ02.03UA. This test group is a carryover test group and has already been certified. A running change will also be submitted for the addition of the new model.

We have already submitted vehicle information, test data and Decision Information for both transmissions of this model. Note, this model is not a new worst case vehicle and has no new technology.

Please note, one manufacturer re-test is required (for the automatic configuration: HWFE / High FE for ETW).

We would greatly appreciate your response on this as soon as possible. Please let me know if you have any questions regarding this submission.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 3/14/2011 3:38:01 PM
Subject: VW Group _ 3-03-2011 Certificate request for TG CVWXV02.03PA
william.rodgers@vw.com

Jim,

I wanted to alert you to a revision I am making to a CARLINE name found in the Section 7 CSI for Test group: CVWXV02.03PA, Evap family CVWXR0110D37. This will affect the Certificate requested on 3/11/11.

The carline New Beetle has been changed to "Beetle" and should appear on the Certificate as such.

A revised application is in process and will be submitted this morning.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: Jim Snyder/AA/USEPA/US@EPA [Ex. 7]@arb.ca.gov>[]
From: [Ex. 7]
Sent: Wed 3/16/2011 7:03:17 PM
Subject: 2.0L TDI - Volkswagen Requests for Approval

Hello Jim and [Ex. 7]

Just a heads-up. I have submitted a request for approval of the upward and downward DPF regeneration adjustment factors for the 2012 model year 2.0L TDI test group CVWXV02.0U4S. The request was submitted to EPA and ARB through VERIFY and DMS respectively. These factors are determined as we have done so in the past for our DPF-equipped diesels.

Your attention to this matter would be appreciated. I would also appreciate an update on the status of the review of the SCR/AECD submittal for this test group.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA;Arvon Mitcham/AA/USEPA/US@EPA[]; rvon Mitcham/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 3/16/2011 10:09:43 PM
Subject: Lamborghini Bench Cycle Request

Hello Jim and Arvon:

I wish to inform you that I have submitted, via VERIFY, a request for approval of a Lamborghini Bench Cycle. The cycle would be used for their V12 engine concept. The technical information is provided in the form of a slide presentation. If there are any questions, I can forward these back to Lamborghini. Further, Lamborghini technical staff is available to participate in a telephone conference if there are any detailed questions. I can easily set this up.

There is some urgency associated with the request for approval, so your attention to this matter would be appreciated.

Best regards,

Ex. 7

P.S. Arvon – I assumed that you are still involved in this topic, but if I am not correct, please let me know.

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Thur 3/17/2011 11:31:21 AM
Subject: Lamborghini Revised Certificate Request - CNLXV06.5L83

Hello Jim,

As a follow up to our discussion, I have submitted a request for a "new" certificate for the above test group (although it should be a revision - "new" was the only option).

Please let me know if you received this, since I have not received a confirmation email .

To summarize the reasons for the revised certificate request:

- 1) Name change from 834 to Aventador
- 2) New catalyst configuration (there will now be both 4 and 6 catalysts configurations).

Thanks for your help, please call me if you have any questions.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Thur 3/17/2011 7:14:47 PM
Subject: VW Group - Running Change and Revised Certificate request for CADXJ02.03UA

Hello Jim,

Today I have submitted the following items related to the addition of the Beetle to test group CADXJ02.03UA:

- 1) Running change letter for addition of Beetle model (carline) to the test group.
- 2) Revised application document
- 3) New request for certificate for combination of test group CADXJ02.03UA and evaporative family CADXR0110238 (note that the current certificate number is CADXJ021.03UA-002).

Please contact me if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/17/2011 9:09:46 PM
Subject: Re: 2.0L TDI - Volkswagen Requests for Approval
[2012 VW DPF factor approval request.pdf](#)
[VW 2012 2.0L TDI SCR AECD request.pdf](#)

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, <[Ex. 7]@arb.ca.gov>
Date: 03/16/2011 03:03 PM
Subject: 2.0L TDI - Volkswagen Requests for Approval

Hello Jim and [Ex. 7]

Just a heads-up. I have submitted a request for approval of the upward and downward DPF regeneration adjustment factors for the 2012 model year 2.0L TDI test group CVWXV02.0U4S. The request was submitted to EPA and ARB through VERIFY and DMS respectively. These factors are determined as we have done so in the past for our DPF-equipped diesels.

Your attention to this matter would be appreciated. I would also appreciate an update on the status of the review of the SCR/AECD submittal for this test group.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

VOLKSWAGEN

GROUP OF AMERICA

REVIEWED AND ACCEPTED

DATE 3/17/2011 EPA REP

Mr. Linc Wehrly
Manager
Compliance and Innovative Strategies Division
U.S. Environmental Protection Agency
2000 Traverwood
Ann Arbor, Michigan 48105

Ex. 7

Name

Title

EEO

Department

Ex. 7

Phone

Fax

Ex. 7

@vw.com

E-Mail

Ex. 7

March 16, 2011 Date

Mobile Source Operations Division
California Air Resources Board
9528 Telstar Avenue
El Monte, California 91731

VOLKSWAGEN GROUP OF AMERICA, INC.

3800 HAMUN ROAD

AUBURN HILLS, MI 48326

PHONE (1 248 754 5000

Subject: Test Group CVWXV02.0U4S -- Request for Approval; Engineering
Evaluation for Exhaust Emission Adjustment Factors

Dear Mr. Wehrly and **Ex. 7**

Volkswagen Group of America, Inc. ("Volkswagen") herewith submits for your review, a request for approval of an engineering evaluation for the development of exhaust emission adjustment factors. These adjustment factors would apply for certification and OBD demonstration for the 2.0L Turbocharged Direct Injection (TDI) Common Rail Diesel (Test Group: CVWXV02.0U4S).

This vehicle concept represented by this test group employs a diesel particulate filter (DPF) that experiences periodic regeneration. As such, adjustment factors have been determined to account for the regeneration of the DPF, if such an event does not occur during the course of an emission test (upward adjustment factor, or UAF) and when the regeneration of the DPF occurs during an emission test (downward adjustment factor, or DAF).

We look forward to your response.

Best regards,
VOLKSWAGEN GROUP OF AMERICA, INC.

Ex. 7

Enclosure

VOLKSWAGEN

GROUP OF AMERICA

REVIEWED AND ACCEPTED

DATE: 3/17/2011 BY: J. Saylor

Mr. Linc Wehrly
Manager
Compliance and Innovative Strategies Division
U.S. Environmental Protection Agency
2000 Traverwood
Ann Arbor, Michigan 48105

Ex. 7

Mobile Source Operations Division
California Air Resources Board
9528 Telstar Avenue
El Monte, California 91731

Ex. 7

Name
Title

EEO Department

Ex. 7

Phone
Fax

Ex. 7 @vw.com E-Mail

February 7, 2011 Date

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMILIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Subject: Test Group CVWXV02.0U4S – Request for Approval; Selective Catalytic Reduction System and AECD Description

Dear Mr. Wehrly and **Ex. 7**

Volkswagen Group of America, Inc. ("Volkswagen") herewith submits for your review, a request for approval of a Selective Catalytic Reduction (SCR) emission control system strategy and Auxilliary Emission Control Device (AECD) description. This request and the enclosed documentation pertain to the following vehicle application:

Model Year	Test Group	Engine Description	Vehicle Model
2012	CVWXV02.0U4S	2.0L Turbocharged Direct Injection (TDI) Common Rail Diesel	Volkswagen Passat (New Midsize Sedan)

The information regarding SCR is prepared and submitted in accordance with the provisions of United States Environmental Protection Agency Guidance Document Cisd-07-07. As you may recall, the 2010 and 2011 model year Volkswagen Touareg and Audi Q7 models, equipped with the 3.0L TDI diesel engine, have been certified with an SCR emission control system. The basic function, including the driver inducement strategy, for this 2.0L TDI application, parallels the previously-approved system.

In addition to the SCR description, Volkswagen is providing for your review, preliminary pages from the application for certification of the subject test group, which identify and describe AECDs, including emission increasing AECDs (EI-AECD).

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 3/17/2011 10:28:57 PM
Subject: Re: Lamborghini Revised Certificate Request - CNLXV06.5L83

Mike, I have looked at the application some more. Looks in order overall but I don't recall noticing before the continued use of the config with 5th and 6th cats in the previous Part 1. For clarification, can you find out what is the difference between the L539 and L539A -besides the cats? Are they planning to even build the L539? Or maybe they built a few before the running change?

The emissions data in the part 1 and the cert application were run at the end of 2010 (except a test dated 1/12/2010, a typo?) but the Config lists the "L539" engine. See if you can find out if the data is from the L539 or L539A. It should be worst case emissions.

I'll be back monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 03/17/2011 07:33 AM
Subject: Lamborghini Revised Certificate Request - CNLXV06.5L83

Hello Jim,

As a follow up to our discussion, I have submitted a request for a "new" certificate for the above test group (although it should be a revision - "new" was the only option). Please let me know if you received this, since I have not received a confirmation email.

To summarize the reasons for the revised certificate request:

- 1) Name change from 834 to Aventador
- 2) New catalyst configuration (there will now be both 4 and 6 catalysts configurations).

Thanks for your help, please call me if you have any questions.

Thanks,
Mike

Michael Giles
Certification Specialist

Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Fri 3/18/2011 12:17:33 PM
Subject: RE: 2.0L TDI - Volkswagen Requests for Approval

Hi Jim:

Thanks for the quick response.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 17, 2011 5:10 PM
To: Ex. 7
Subject: Re: 2.0L TDI - Volkswagen Requests for Approval

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:

Ex. 7

To:

Jim Snyder/AA/USEPA/US@EPA, **Ex. 7**@arb.ca.gov>

Date:

03/16/2011 03:03 PM

Subject:

2.0L TDI - Volkswagen Requests for Approval

Hello Jim and **Ex. 7**

Just a heads-up. I have submitted a request for approval of the upward and downward DPF regeneration adjustment factors for the 2012 model year 2.0L TDI test group CVWXXV02.0U4S. The request was submitted to EPA and ARB through VERIFY and DMS respectively. These factors are determined as we have done so in the past for our DPF-equipped diesels.

Your attention to this matter would be appreciated. I would also appreciate an update on the status of the review of the SCR/AECD submittal for this test group.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Fri 3/18/2011 6:15:11 PM
Subject: VW Group Supplemental Information VID 411 10208 /12
william.rodgers@vw.com

Hi Jim,

We submitted today the Supplemental Information needed to schedule a test date for the 2012 VW Passat automatic diesel VID 411 10208 /12. Please let me know if you have further questions.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]

Cc: Ex. 7

Ex. 7

From: Ex. 7

Sent: Mon 3/21/2011 12:48:41 PM

Subject: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ex. 7

Hello Jim,

We are experiencing delays in getting the following vehicle shipped to the US and would like to request it be temporarily removed from the confirmatory test schedule until we can confirm an arrival date. We will contact you as soon as we know more so a new test date can be scheduled.

Vehicle ID: 411 10206 /12

Vehicle Configuration #: 0

Test Group Name: CVWXV03.6U41

Current test date: 03-28-2011

Best regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.

Ex. 7

Ex. 7

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/22/2011 12:48:30 PM
Subject: Re: Lamborghini Revised Certificate Request - CNLXV06.5L83

Let me know if I need to deny the certificate request fro you to revise it. didn't want to reject it if not needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 3/22/2011 2:25:10 PM
Subject: RE: Lamborghini Revised Certificate Request - CNLXV06.5L83

Hello Jim,

I have update vehicle information to correct the engine code to L539A, re-submitted the application with the new CSI report, and also requested a new certificate.

I believe everything is ok now, but if you find any other issues please call me.

Thanks

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Tuesday, March 22, 2011 8:49 AM
To: Giles, Michael
Subject: Re: Lamborghini Revised Certificate Request - CNLXV06.5L83

Let me know if I need to deny the certificate request fro you to revise it. didn't want to reject it if not needed.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]

Cc: Ex. 7

Ex. 7

From: Ex. 7

Sent: Tue 3/22/2011 4:12:59 PM

Subject: RE: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ex. 7

Hi Jim,

As a follow up to my phone message. We are requesting that the below mentioned confirmatory test be rescheduled for May 18, 2011 or during that week if possible.

Regards,

Ex. 7

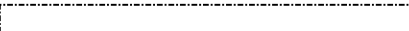
VOLKSWAGEN Group of America, Inc.

Ex. 7

From: Ex. 7

Sent: Monday, March 21, 2011 8:49 AM

To: Snyder, Jim

Cc:  **Ex. 7**

Subject: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hello Jim,

We are experiencing delays in getting the following vehicle shipped to the US and would like to request it be temporarily removed from the confirmatory test schedule until we can confirm an arrival date. We will contact you as soon as we know more so a new test date can be scheduled.

Vehicle ID: 411 10206 /12

Vehicle Configuration #: 0

Test Group Name: CVWXV03.6U41

Current test date: 03-28-2011

Best regards,



Ex. 7

VOLKSWAGEN Group of America, Inc.



Ex. 7

To: [REDACTED] Ex. 7 [REDACTED]@vw.com]
Cc: [REDACTED]
Bcc: [REDACTED]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 3/22/2011 6:04:44 PM
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ex. 7 [REDACTED]@vw.com
[REDACTED]@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 02:04 PM -----

From: Ben Haynes/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 03/22/2011 01:48 PM
Subject: Re: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

I have moved this vehicle to 18May11.

Ben

From: Jim Snyder/AA/USEPA/US
To: Ben Haynes/AA/USEPA/US@EPA
Date: 03/22/2011 12:54 PM
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ben, this is the vehicle that is delayed and requested to be pulled from schedule. They'd like it scheduled near the diesel 411 10208 /12.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 12:51 PM -----

From: [REDACTED] Ex. 7 [REDACTED]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>
Date: 03/22/2011 12:14 PM

Subject: RE: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hi Jim,

As a follow up to my phone message. We are requesting that the below mentioned confirmatory test be rescheduled for May 18, 2011 or during that week if possible.

Regards,

Ex. 7

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States

Ex. 7

@vw.com

From: **Ex. 7**

Sent: Monday, March 21, 2011 8:49 AM

To: Snyder, Jim

Cc: **Ex. 7**

Subject: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hello Jim,

We are experiencing delays in getting the following vehicle shipped to the US and would like to request it be temporarily removed from the confirmatory test schedule until we can confirm an arrival date. We will contact you as soon as we know more so a new test date can be scheduled.

Vehicle ID: 411 10206 /12

Vehicle Configuration #: 0

Test Group Name: CVWXV03.6U41

Current test date: 03-28-2011

Best regards,

Ex. 7

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States

Ex. 7

@vw.com

/ _ \.
(o \ _ / o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Tue 3/22/2011 6:08:35 PM
Subject: RE: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ex. 7

Thanks Jim.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, March 22, 2011 2:05 PM
To: Ex. 7
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 02:04 PM -----

From:
Ben Haynes/AA/USEPA/US
To:
Jim Snyder/AA/USEPA/US@EPA
Date:
03/22/2011 01:48 PM
Subject:
Re: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

I have moved this vehicle to 18May11.

Ben

From: Jim Snyder/AA/USEPA/US
To: Ben Haynes/AA/USEPA/US@EPA
Date: 03/22/2011 12:54 PM
Subject: Fw: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Ben, this is the vehicle that is delayed and requested to be pulled from schedule. They'd like it scheduled near the diesel 411 10208 /12.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 03/22/2011 12:51 PM -----

From:

Ex. 7

To:

Jim Snyder/AA/USEPA/US@EPA

Cc:

Ex. 7

Date:

03/22/2011 12:14 PM

Subject:

RE: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hi Jim,

As a follow up to my phone message. We are requesting that the below mentioned confirmatory test be rescheduled for May 18, 2011 or during that week if possible.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.

Ex. 7

From: **Ex. 7**

Sent: Monday, March 21, 2011 8:49 AM

To: Snyder, Jim

Cc: **Ex. 7**

Subject: VW Group - EPA Confirmatory Test Vehicle ID: 411 10206 /12

Hello Jim,

We are experiencing delays in getting the following vehicle shipped to the US and would like to request it be temporarily removed from the confirmatory test schedule until we can confirm an arrival date. We will contact you as soon as we know more so a new test date can be scheduled.

Vehicle ID: 411 10206 /12

Vehicle Configuration #: 0

Test Group Name: CVWXV03.6U41

Current test date: 03-28-2011

Best regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.

Ex. 7

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 3/23/2011 1:24:39 PM
Subject: In-use vehicles scheduled for next week
[In-Use Parameters Form.xls](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0014 (2005 VW/Touareg) - VIN# Ex. 6 0830 vehicle pick up on 3/24/11
(Thursday)

Please send the following to me for these vehicles before pick-up. Please use the attached form:

- vehicle target road-load coefficients
- fuel tank capacity
- 40% tank capacity
- tire pressure
- applicable in-use standards (Does this vehicle qualify for relaxed in-use standards as per 86.1811-04(p)?)

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

Please send the form electronically to me and I will pass it along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Jim Snyder/AA/USEPA/US@EPA;Arvon Mitcham/AA/USEPA/US@EPA[]; rvon Mitcham/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Thur 3/24/2011 4:58:17 PM
Subject: RE: Lamborghini Bench Cycle Request

Hello Jim and Arvon:

I would like to know whether you have an opportunity to review the Lamborghini Bench Cycle request.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Ex. 7
Sent: Wednesday, March 16, 2011 6:10 PM
To: 'Snyder.Jim@epamail.epa.gov'; 'mitcham.arvon@epa.gov'
Subject: Lamborghini Bench Cycle Request

Hello Jim and Arvon:

I wish to inform you that I have submitted, via VERIFY, a request for approval of a Lamborghini Bench Cycle. The cycle would be used for their V12 engine concept. The technical information is provided in the form of a slide presentation. If there are any questions, I can forward these back to Lamborghini. Further, Lamborghini technical staff is available to participate in a telephone conference if there are any detailed questions. I can easily set this up.

There is some urgency associated with the request for approval, so your attention to this matter would be appreciated.

Best regards,

Ex. 7

P.S. Arvon – I assumed that you are still involved in this topic, but if I am not correct, please let me know.

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 3/29/2011 12:11:14 PM
Subject: VW Group application upload
william.rodgers@vw.com

Hello Jim,

I wanted to clarify that the application and certificate request submitted yesterday for test group CVWXV03.6U41 is related to the upcoming confirmatory test for VID VW411 10206/12 scheduled on May 16th.

Let me know if you have any questions.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Lynn Sohacki/AA/USEPA/US@EPA; Bernd Liebner/AA/USEPA/US@EPA[]; ernd Liebner/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 3/29/2011 1:44:27 PM
Subject: In-use vehicles P121RXX-0014 (2005 VW/Touareg)
[In-Use Parameters Form P121RXX-0014.pdf](#)
[Touareg MY05 fuel drain.pdf](#)
sebastian.berenz@vw.com
<http://www.volkswagen.com>

Hello Lynn,

hello Bernd,

attached you will find the parameters for the Touareg.

I also attached the fuel drain procedure.

As soon as I have feedback from Germany I will provide a procedure for adapting the Touareg after parts change and fault erase.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

Vehicle Parameters for In-use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: Front, Rear or All wheel drive

Tire Pressure: PSI

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mpg

C Lb-force*mpg²

Vehicle Set Road-Load Coefficients

A Lb-force

B Lb-force*mpg

C Lb-force*mpg²

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? N (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____

Date: _____

EG&G Representative: _____

Date: _____

EPA Representative:

Date:

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 3/29/2011 4:12:24 PM
Subject: VW Group Decision Info Submitted - running change for addition of Beetle CVWXV02.5259

Hello Jim,

Today we submitted Decision Information for a new model:

- Previously certified test group CVWXV02.5259 (Bin 3)
- New carline: Beetle
- Automatic transmission
- Tested in a single configuration as an FEDV
- A running change to add this model will be forthcoming shortly.

Please Note: A similar running change for Beetle will be made for the Bin 5 test group CVWXV02.5U35

Finally, please note that in the future we will add manual transmission versions for this model.

Please contact me if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 3/29/2011 5:36:03 PM
Subject: RE: VW Group Decision Info Submitted - running change for addition of Beetle CVWXV02.5259

Hello Jim,

FYI, I just made a correction to this DI submission. There was an unnecessary Cold CO test included in the data set. It was removed with the correction.

- Mike

From: Giles, Michael
Sent: Tuesday, March 29, 2011 12:12 PM
To: Snyder, Jim
Cc: Rodgers, William; Hart, Robert (VWoA)
Subject: VW Group Decision Info Submitted - running change for addition of Beetle CVWXV02.5259

Hello Jim,

Today we submitted Decision Information for a new model:

- Previously certified test group CVWXV02.5259 (Bin 3)
- New carline: Beetle
- Automatic transmission
- Tested in a single configuration as an FEDV
- A running change to add this model will be forthcoming shortly.

Please Note: A similar running change for Beetle will be made for the Bin 5 test group CVWXV02.5U35

Finally, please note that in the future we will add manual transmission versions for this model.

Please contact me if you have any questions.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Lynn Sohacki/AA/USEPA/US@EPA; Bernd Liebner/AA/USEPA/US@EPA[]; ernd Liebner/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Wed 3/30/2011 2:05:05 PM
Subject: In-use vehicles P121RXX-0014 (2005 VW Touareg)
[In-Use Parameters Form_P121RXX-0014_V2.pdf](#)
[Touareg adaptation procedure surveillance.pdf](#)
sebastian.berenz@vw.com
<http://www.volkswagen.com>

Hello Lynn,

hello Bernd,

Attached you will find the updated parameter sheet for In-use vehicle P121RXX-0014 (2005 VW Touareg).

I added the set coefficients for you.

<<In-Use Parameters Form_P121RXX-0014_V2.pdf>>

I also have attached our proposal for a procedure to adapt the car after the fault code erase.

<<Touareg adaptation procedure surveillance.pdf>>

If possible we would like to assist during the procedure.

Another open point was the tires on the vehicle. VW has no concerns about the tires for emissions tests only, as far as EPA has no safety concerns about off road tires on dynos.

The tires are within the specs for that car, but were not used for certification and fuel economy tests.

In this case the tires on the vehicle are alright for an in-use test.

Please let me know if you have any questions.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

Vehicle Parameters for In-use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: Front, Rear or All wheel drive

Tire Pressure: PSI

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mpg

C Lb-force*mpg²

Vehicle Set Road-Load Coefficients

A Lb-force

B Lb-force*mpg

C Lb-force*mpg²

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? N (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____

Date: _____

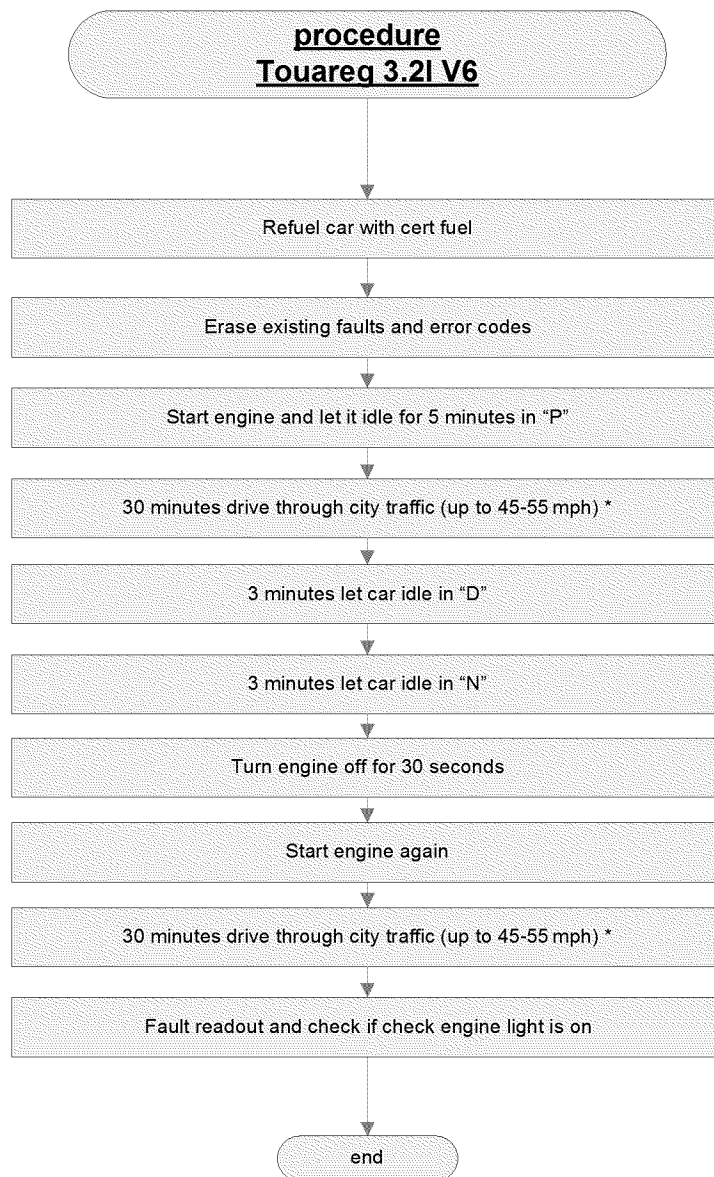
EG&G Representative: _____

Date: _____

EPA Representative:

Date:

Drive on street



In general:

This procedure will adapt the test vehicle after erasing fault memory. After the procedure it needs to be checked if any other pending faults are stored.

*** should contain:**

- Stop and go
- No kickdown

To: Lynn Sohacki/AA/USEPA/US@EPA; Bernd Liebner/AA/USEPA/US@EPA[]; ernd Liebner/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 3/31/2011 1:59:33 AM
Subject: FW: In-use vehicles P121RXX-0014 (2005 VW/Touareg)
IUVP_MY05_Touareg_3.2_28.03.11_09.23_checkin.txt
7LX5D029769_30.03.11_13.12.txt
7LX5D029769_30.03.11_13.14.txt
7LX5D029769_30.03.11_14.48.txt
In-Use Parameters Form_P121RXX-0014_V2.pdf
Touareg_adaptation_procedure_surveillance.pdf
sebastian.berenz@vw.com
http://www.volkswagen.com
sebastian.berenz@vw.com
http://www.volkswagen.com

Hello Lynn,

Hello Bernd,

Attached you will find the printouts from our scan tool. Just for your records.

First check on 03/28/2011:

<<IUVP_MY05_Touareg_3.2_28.03.11_09.23_checkin.txt>> _____

Readout before fault erase 03/30/2011:

<<7LX5D029769_30.03.11_13.12.txt>>

After fault erase 03/30/2011:

<<7LX5D029769_30.03.11_13.14.txt>>

After test run for adaption the car 03/30/2011:

<<7LX5D029769_30.03.11_14.48.txt>>

As you can see we still have a catalyst error.

Please let me know if you have any questions.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Berenz, Sebastian
Sent: Wednesday, March 30, 2011 10:05 AM
To:
Subject: In-use vehicles P121RXX-0014 (2005 VW/Touareg)

Hello Lynn,

hello Bernd,

Attached you will find the updated parameter sheet for In-use vehicle P121RXX-0014 (2005 VW Touareg).

I added the set coefficients for you.

<<In-Use Parameters Form_P121RXX-0014_V2.pdf>>

I also have attached our proposal for a procedure to adapt the car after the fault code erase.

<<Touareg adaptation procedure surveillance.pdf>>

If possible we would like to assist during the procedure.

Another open point was the tires on the vehicle. VW has no concerns about the tires for emissions tests only, as far as EPA has no safety concerns about off road tires on dynos.

The tires are within the specs for that car, but were not used for certification and fuel economy tests.

In this case the tires on the vehicle are alright for an in-use test.

Please let me know if you have any questions.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

DiagRA D Version 4.5.29.508 Copyright by RA Consulting GmbH

Registered for Brian Rhodes

Date: 3/28/2011 9:23:21 AM

Measurement file: C:\Documents and Settings\rhodesb\Desktop\Touareg_EPA (2005).dra

Vehicle

EPA Touareg 2005

Acquisition worker: Brian Rhodes

Location: Rochester Hills, MI

Department: EEO

ECU

01 7E0 7E8 Engine electronics

Diagnostic data set: VAG\default-

ECU identification

Part number: 022906032FT
Configuration: 6388 programmable
System name: MOTRONIC ME7.1.1G
Coding: 00133
Device number: 00000
Importer number: 000
Company number: 31414

Serial number: VWZ3Z0D5246838
Manufacturer plant: 000-000
Manufacturing date: 11.08.04
Revision state: 00000000
Test bench number: 0000
Manufacturer number: 0672
Diagnosis software number: P0000
Partial software: c24g70
Status of Flash: 0000.0000 0 0 0000 0000
Vehicle ident number: **Ex. 6**

Fault code memory

5 fault code entries

16497 P0113 Intake Air Temp.Circ. High Input
0010 0010 lower limit exceeded
conditions met
sporadic

Warning lamp off

16804 P0420 Catalyst System,Bank1 Efficiency Below Threshold
0010 0001 upper limit exceeded
conditions met
sporadic
Warning lamp off

16814 P0430 Catalyst System, Bank2 Efficiency Below Threshold
0010 0001 upper limit exceeded
conditions met
sporadic
Warning lamp off

17831 P1423 Bank1, secondary air system Flow too Low
1110 0010 lower limit exceeded
conditions met
static
Warning lamp on

17819 P1411 Bank2, secondary air system Flow too Low
1110 0010 lower limit exceeded
conditions met
static
Warning lamp on

Measured values

1	0 U/min	27.0 °C	0.0 %	0.0 %
2	0 U/min	100.0 %	0.0 ms	0.0 g/s
3	0 U/min	0.0 g/s	8.2 %	0.0 °v.OT
4	0 U/min	11.620 V	27.0 °C	27.0 °C
5	0 U/min	100.0 %	0 km/h	Idling
6	0 U/min	100.0 %	27.0 °C	-3.1 %
7				
8	not operated	Pump OFF	680 mbar	Test OFF
9				
10	0 U/min	100.0 %	8.2 %	0.0 °v.OT
11	0 U/min	27.0 °C	27.0 °C	0.0 °v.OT
12				
13				
14	0 U/min	100.0 %	0	blocked
15	0	0	0	blocked
16	0	0	0	blocked
17				
18	0 U/min	0 U/min	0.0 %	0.0 %
19				
20	0.00 KW	0.00 KW	0.00 KW	0.00 KW
21	0.00 KW	0.00 KW		
22	0 U/min	100.0 %	0.00 KW	0.00 KW
23	0 U/min	100.0 %	0.00 KW	0.00 KW
24	0 U/min	100.0 %	0.00 KW	0.00 KW
25				
26	3.861 V	3.861 V	3.861 V	3.861 V

27	3.861 V	3.861 V		
28	0 U/min	100.0 %	27.0 °C	Test OFF
29				
30	___0 0000	___0000	___0 0000	___0000
31	1.00	0.81	1.00	0.81
32	0.0 %	1.6 %	0.0 %	3.1 %
33	0.0 %	1.520 V	0.0 %	1.540 V
34	0 U/min	0.0 °C	1.86	Test OFF
35	0 U/min	0.0 °C	1.84	Test OFF
36	0.435 V	Test OFF	0.435 V	Test OFF
37	100.0 %	0.435 V	-0.004	Test OFF
38	100.0 %	0.435 V	-0.008	Test OFF
39	0.0 g/s	0.435 V	0.435 V	Test OFF
40				
41	502 Ohm	0.0 %		Htg.aC.OFF
42	502 Ohm	0.0 %		Htg.aC.OFF
43	0 U/min	0.0 °C	0.435 V	Test OFF
44	0 U/min	0.0 °C	0.435 V	Test OFF
45				
46	0 U/min	0.0 °C	0.20	Test OFF
47	0 U/min	0.0 °C	0.38	Test OFF
48				
49				
50	0 U/min	950 U/min	A/C Low	Compr. OFF
51	0 U/min	950 U/min	0	11.620 V
52	0 U/min	950 U/min	A/C Low	
53	0 U/min	950 U/min	11.620 V	0.0 %
54	0 U/min	Idling	14 %	8.2 %
55	0 U/min	0.0 %	-2.9 %	___00 0000
56	0 U/min	950 U/min	0.0 %	___00 0000
57	0 U/min	950 U/min	Compr. OFF	5 bar
58	0 U/min	100.0 %		
59				
60	17 %	83 %	0	ADP is OK
61	0 U/min	11.620 V	8.2 %	___00 0000
62	17 %	83 %	14 %	7 %
63	14 %	79 %		ADP is OK
64	0.540 V	4.580 V	0.880 V	4.220 V
65				
66	0 km/h	0010 1000	0 km/h	0000 0000
67				
68				
69				
70	0.0 %	0.0 %		Test OFF
71	Reed closed	Cancel		Test OFF
72	Reed closed	Cancel		Test OFF
73	0.0 %	0.0 %	0.0 %	0.0 %
74				
75				
76				
77	0 U/min	0.0 g/s	0.0 %	Test OFF
78	0 U/min	0.0 g/s	0.0 %	Test OFF
79				
80	000-000 11.08.04 00000000 0000 0672			
81	VWZG77LX5D029769 VWZ3Z0D5246838 <>			
82	00000000000000 <> <> <>			

83				
84				
85				
86	0000 0000	1111 1111	0110 1011	0000 1011
87	0000 0000	0000 0000	0110 0000	0000 0000
88	1111 1010	1110 1101	1100 1100	
89	943	too low		
90	0 U/min	20.0 %	0.00 KW	0.00 KW
91	0 U/min	20.0 %	0.00 KW	0.00 KW
92				
93	0 U/min	100.0 %	-4.00 KW	-6.00 KW
94	0.00 KW		Test OFF	
95	0 U/min	100.0 %	27.0 °C	IMC-V OFF
96	0.00 KW		Test OFF	
97				
98				
99	0 U/min	1.00	1.00	I-Reg.OFF
100	0000 0000	27.0 °C	0 s	1001 0000
101	0 U/min	100.0 %	0.0 ms	0.0 g/s
102	0 U/min	27.0 °C	27.0 °C	0.0 ms
103				
104	27.0 °C	0.0 %	0.0 %	0.0 %
105	0 U/min	100.0 %	27.0 °C	off
106				
107	0 U/min	0.0 %	0.0 %	Test OFF
108				
109				
110	0 U/min	27.0 °C	0.0 ms	8.2 %
111				
112	0.0 °C		0.0 °C	
113	0 U/min	100.0 %	8.2 %	990 mbar
114				
115				
116				
117				
118				
119				
120	0 U/min	408 Nm	252 Nm	EGR not active
121				
122	0 U/min	408 Nm	252 Nm	no Eingr.
123				
124				
125	Transmission 1	ABS 1	Combi 1	Air cond.1
126		Airbag 1	Cent Elect 1	
127	4WD 1	Steer wheel 1		
128	El.ign.sw. 1			
129				
130	27.0 °C	off	0.0 %	
131	27.0 °C	90.0 °C	off	0.0 %
132		0 °C	0.0 %	0000 1100
133				
134	22 °C	21.0 °C	27.0 °C	27.0 °C
135	off	10.2 %	10.2 %	
136			off	
137	A/C Low	Compr. OFF	5 bar	
138	27.0 °C	113.3 g/s	224 km/h	Test OFF

139	27.0 °C	0.0 kg	10.0 kg	Test OFF
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
153				
154				
155				
156				
157				
158				
159				
160				
161				
162				
163				
164				
165				
166				
167				
168				
169				
170				
171				
172				
173				
174				
175				
176				
177				
178				
179				
180				
181				
182				
183				
184				
185				
186				
187				
188				
189				
190				
191				
192				
193				
194				

195				
196				
197				
198				
199	27.0 °C	0.0 °C	0.0 °C	0000 0000
200	0	automatic	Test OFF	
201	0.0 %	0.0 %		0000 0001
202	0.00 s	0.00 s	Cancel	0100 0001
203	0 U/min	100.0 %	27.0 °C	0000 0001
204	0 U/min	0 km/h	27.0 °C	0000 0001
205	502 Ohm	0.0 %	4	0000 0001
206	502 Ohm	0.0 %	4	0000 0001
207	0.00 s		Test OFF	0000 0001
208	0 U/min	130	-4.00 KW	0010 0001
209	0 U/min	131	-6.00 KW	0010 0001
210	0.00 KW	0.00 KW	1	0000 0001
211	0.00 KW	0.00 KW	1	0000 0001
212	-0.004	0	1.86	0000 0001
213	-0.008	0	1.84	0000 0001
214	0000 0000	0000 0000	0000 0000	1000 0001
215	0000 0000	0000 0000	0000 0000	1000 0001
216	1.02	0110 0001	1.03	0110 0001
217	0.0 %	0110 0001	0.0 %	0110 0001
218	0.008	1.00	1.00	0000 0001
219	1.00	1.00	0.000	1101 0001
220	22.00 kOhm		0.0 °C	0000 0001
221	22.00 kOhm		0.0 °C	0000 0001
222	0.435 V	0.81	0.0 °C	0000 0001
223	0.435 V	0.81	0.0 °C	0000 0001
224	0.435 V	0.435 V	0.0 s	0000 0001
225	0.435 V	1.00	0.00 s	0000 0001
226	0.435 V	1.00	0.00 s	0000 0001
227	0.20	0.0 °C	1.00 s	0111 0001
228	0.38	0.0 °C	1.00 s	0111 0001
229	0.0 %	0.0 %	0.0 %	0000 0001
230				
231	0.0 %	1.00	0.000	0000 0011
232	0.0 %	1.00	0.000	0000 0011
233	0.0 %	1.02	0.0 %	0000 0001
234	0.0 %	1.03	0.0 %	0000 0001
235				
236	1123	1093	1092	0000 0000
237	661	1109	626	0000 0000
238	0000 1111	0000 1111	0001 1111	0
239				
240	0.0 kg	10.0 kg	12	0000 0001
241	27.0 °C	27.0 °C	90.0 °C	28.0 °C
242	0	0	28.0 °C	0010 0001
243	143 °C	-48 °C	0	28.0 °C
244	1.00	1.00	1.00	1.00
245	0.0 %	0.0 %	0.0 %	
246	-2.9 %	0.0 %	27.0 °C	0000 0000
247	-2.9 %	4.9 %	0.0 %	0.0 %
248	1.00	1.00	1.1 g/s	0000 0001
249	0.0 g/s	0.0 g/s	83.3 g/s	0000 0001
250	0.00 KW	0.00 KW	0.00 KW	0.00 KW

251	6.00 KW	130	8.00 KW	131
252	0.0 °	0.00 KW	0.0 °	0.00 KW
253	86	26	2	943
254			0	

ECU

09 70E 778 Central electronic control

Diagnostic data set: VAG\default-

ECU identification

Part number: 7L6937049K
 Configuration: 2703 not programmable
 System name:
 Coding: 101599
 Device number: 00000
 Importer number: 000
 Company number: 31414
 Diagnosis software number: P0101

Fault code memory

3 fault code entries

967 Left turn signals
 0010 1110 faulty
 conditions met
 sporadic
 Warning lamp off

55082 (unknown fault code)
 0000 0100 no signal/no communication
 conditions met
 not saved
 Warning lamp off

35680 (unknown fault code)
 0000 0101 basic setting/adaptation faulty
 conditions met
 not saved
 Warning lamp off

DiagRA D Version 4.5.29.508 Copyright by RA Consulting GmbH

Registered for Brian Rhodes

Date: 3/30/2011 1:12:21 PM

Measurement file: C:\Documents and Settings\rhodesb\Desktop\Touareg_EPA (2005).dra

Vehicle

7LX5D029769

Fault readout before clearing codes after Secondary Air System repair.

Acquisition worker: Brian Rhodes
Location: Rochester Hills, MI
Department: EEO

ECU

01 7E0 7E8 Engine electronics

Diagnostic data set: VAG\default-

ECU identification

Part number: 022906032FT
Configuration: 6388 programmable
System name: MOTRONIC ME7.1.1G
Coding: 00133
Device number: 00000
Importer number: 000
Company number: 31414

Serial number: VWZ3Z0D5246838
Manufacturer plant: 000-000
Manufacturing date: 11.08.04
Revision state: 00000000
Test bench number: 0000
Manufacturer number: 0672
Diagnosis software number: P0000
Partial software: c24g70
Status of Flash: 0000 0000 0 0 0000 0000
Vehicle ident number:

Ex. 6

Fault code memory

6 fault code entries

16497 P0113 Intake Air Temp.Circ. High Input
0010 0010 lower limit exceeded

conditions met
 sporadic
 Warning lamp off

16804 P0420 Catalyst System,Bank1 Efficiency Below Threshold
 0010 0001 upper limit exceeded
 conditions met
 sporadic
 Warning lamp off

16814 P0430 Catalyst System, Bank2 Efficiency Below Threshold
 0010 0001 upper limit exceeded
 conditions met
 sporadic
 Warning lamp off

17831 P1423 Bank1, secondary air system Flow too Low
 1110 0010 lower limit exceeded
 conditions met
 static
 Warning lamp on

17819 P1411 Bank2, secondary air system Flow too Low
 1110 0010 lower limit exceeded
 conditions met
 static
 Warning lamp on

16485 P0101 Mass or Volume Air Flow Circ. Range/Performance
 0110 0100 no signal/no communication
 conditions met
 static
 Warning lamp off

Measured values

1	0 U/min	23.0 °C	0.0 %	0.0 %
2	0 U/min	100.0 %	0.0 ms	0.0 g/s
3	0 U/min	0.0 g/s	8.2 %	0.0 °v.OT
4	0 U/min	11.550 V	23.0 °C	27.0 °C
5	0 U/min	100.0 %	0 km/h	Idling
6	0 U/min	100.0 %	27.0 °C	-3.1 %
7				
8	not operated	Pump OFF	430 mbar	Test OFF
9				
10	0 U/min	100.0 %	8.2 %	0.0 °v.OT
11	0 U/min	23.0 °C	27.0 °C	0.0 °v.OT
12				
13				
14	0 U/min	100.0 %	0	blocked
15	0	0	0	blocked
16	0	0	0	blocked
17				
18	0 U/min	0 U/min	0.0 %	0.0 %

19				
20	0.00 KW	0.00 KW	0.00 KW	0.00 KW
21	0.00 KW	0.00 KW		
22	0 U/min	100.0 %	0.00 KW	0.00 KW
23	0 U/min	100.0 %	0.00 KW	0.00 KW
24	0 U/min	100.0 %	0.00 KW	0.00 KW
25				
26	3.861 V	3.861 V	3.861 V	3.861 V
27	3.861 V	3.861 V		
28	0 U/min	100.0 %	23.0 °C	Test OFF
29				
30	___0 0000	___0000	___0 0000	___0000
31	1.00	0.81	1.00	0.81
32	0.0 %	1.6 %	0.0 %	3.1 %
33	0.0 %	1.540 V	0.0 %	1.540 V
34	0 U/min	0.0 °C	1.86	Test OFF
35	0 U/min	0.0 °C	1.84	Test OFF
36	0.435 V	Test OFF	0.435 V	Test OFF
37	100.0 %	0.435 V	-0.004	Test OFF
38	100.0 %	0.435 V	-0.008	Test OFF
39	0.0 g/s	0.435 V	0.435 V	Test OFF
40				
41	502 Ohm	0.0 %		Htg.aC.OFF
42	502 Ohm	0.0 %		Htg.aC.OFF
43	0 U/min	0.0 °C	0.435 V	Test OFF
44	0 U/min	0.0 °C	0.435 V	Test OFF
45				
46	0 U/min	0.0 °C	0.20	Test OFF
47	0 U/min	0.0 °C	0.38	Test OFF
48				
49				
50	0 U/min	950 U/min	A/C Low	Compr. OFF
51	0 U/min	950 U/min	0	11.550 V
52	0 U/min	950 U/min	A/C Low	
53	0 U/min	950 U/min	11.480 V	0.0 %
54	0 U/min	Idling	14 %	8.2 %
55	0 U/min	0.0 %	-2.9 %	___00 0000
56	0 U/min	950 U/min	0.0 %	___00 0000
57	0 U/min	950 U/min	Compr. OFF	6 bar
58	0 U/min	100.0 %		
59				
60	17 %	83 %	0	ADP is OK
61	0 U/min	11.480 V	8.2 %	___00 0000
62	17 %	83 %	14 %	7 %
63	14 %	79 %		ADP is OK
64	0.540 V	4.580 V	0.880 V	4.220 V
65				
66	0 km/h	0010 1000	0 km/h	0000 0000
67				
68				
69				
70	0.0 %	0.0 %		Test OFF
71	Reed closed	Cancel		Test OFF
72	Reed closed	Cancel		Test OFF
73	0.0 %	0.0 %	0.0 %	0.0 %
74				

```

75
76
77 0 U/min      0.0 g/s      0.0 %      Cancel
78 0 U/min      0.0 g/s      0.0 %      Cancel
79
80 000-000 11.08.04 00000000 0000 0672
81 VWGZG77LX5D029769 VWZ3Z0D5246838 <>
82 00000000000000 <> <> <>
83
84
85
86 0000 0000      1111 1111      0110 1011      0000 1011
87 0000 0000      0000 0000      0110 0000      0000 0000
88 1111 1010      1110 1101      1100 1100
89 943          too low
90 0 U/min      20.0 %      0.00 KW      0.00 KW
91 0 U/min      20.0 %      0.00 KW      0.00 KW
92
93 0 U/min      100.0 %      -4.00 KW      -6.00 KW
94 0.00 KW      Test OFF
95 0 U/min      100.0 %      23.0 °C      IMC-V OFF
96 0.00 KW      Test OFF
97
98
99 0 U/min      1.00      1.00      I-Reg.OFF
100 0000 0000      23.0 °C      0 s      1001 0000
101 0 U/min      100.0 %      0.0 ms      0.0 g/s
102 0 U/min      23.0 °C      27.0 °C      0.0 ms
103
104 23.0 °C      0.0 %      0.0 %      0.0 %
105 0 U/min      100.0 %      23.0 °C      off
106
107 0 U/min      0.0 %      0.0 %      Test OFF
108
109
110 0 U/min      23.0 °C      0.0 ms      8.2 %
111
112 0.0 °C      0.0 °C
113 0 U/min      100.0 %      8.2 %      980 mbar
114
115
116
117
118
119
120 0 U/min      408 Nm      250 Nm      EGR not active
121
122 0 U/min      408 Nm      250 Nm      no Eingr.
123
124
125 Transmission 1  ABS 1      Combi 1      Air cond.1
126                      Airbag 1      Cent Elect 1
127 4WD 1      Steer wheel 1
128 El.ign.sw. 1
129
130 23.0 °C      off      0.0 %

```


131	23.0 °C	90.0 °C	off	0.0 %
132		0 °C	0.0 %	0000 1100
133				
134	21 °C	22.0 °C	27.0 °C	23.0 °C
135	off	10.2 %	10.2 %	
136			off	
137	A/C Low	Compr. OFF	6 bar	
138	23.0 °C	113.3 g/s	224 km/h	Test OFF
139	23.0 °C	0.0 kg	10.0 kg	Test OFF
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
153				
154				
155				
156				
157				
158				
159				
160				
161				
162				
163				
164				
165				
166				
167				
168				
169				
170				
171				
172				
173				
174				
175				
176				
177				
178				
179				
180				
181				
182				
183				
184				
185				
186				

187				
188				
189				
190				
191				
192				
193				
194				
195				
196				
197				
198				
199	23.0 °C	0.0 °C	0.0 °C	0000 0000
200	0	automatic	Test OFF	
201	0.0 %	0.0 %		0000 0001
202	0.00 s	0.00 s	Cancel	0100 0001
203	0 U/min	100.0 %	23.0 °C	0000 0001
204	0 U/min	0 km/h	23.0 °C	0000 0001
205	502 Ohm	0.0 %	3	0000 0001
206	502 Ohm	0.0 %	3	0000 0001
207	0.00 s		Test OFF	0000 0001
208	0 U/min	130	-4.00 KW	0010 0001
209	0 U/min	131	-6.00 KW	0010 0001
210	0.00 KW	0.00 KW	1	0000 0001
211	0.00 KW	0.00 KW	1	0000 0001
212	-0.004	0	1.86	0000 0001
213	-0.008	0	1.84	0000 0001
214	0000 0000	0000 0000	0000 0000	1000 0001
215	0000 0000	0000 0000	0000 0000	1000 0001
216	1.02	0110 0001	1.03	0110 0001
217	0.0 %	0110 0001	0.0 %	0110 0001
218	0.008	1.00	1.01	0000 0011
219	1.00	1.00	0.000	1101 0001
220	22.00 kOhm		0.0 °C	0000 0001
221	22.00 kOhm		0.0 °C	0000 0001
222	0.435 V	0.81	0.0 °C	0000 0001
223	0.435 V	0.81	0.0 °C	0000 0001
224	0.435 V	0.435 V	0.0 s	0000 0001
225	0.435 V	1.00	0.00 s	0000 0001
226	0.435 V	1.00	0.00 s	0000 0001
227	0.20	0.0 °C	1.00 s	0111 0001
228	0.38	0.0 °C	1.00 s	0111 0001
229	0.0 %	0.0 %	0.0 %	0000 0001
230				
231	0.0 %	1.00	0.000	0000 0011
232	0.0 %	1.00	0.000	0000 0011
233	0.0 %	1.02	0.0 %	0000 0001
234	0.0 %	1.03	0.0 %	0000 0001
235				
236	1137	1093	1119	0000 0000
237	661	1120	630	0000 0000
238	0000 1111	0000 1111	0001 1111	0
239				
240	0.0 kg	10.0 kg	12	0000 0001
241	23.0 °C	23.0 °C	38.0 °C	27.0 °C
242	0	0	27.0 °C	0010 0001

243	143 °C	-48 °C	0	27.0 °C
244	1.00	1.00	1.00	1.00
245	0.0 %	0.0 %	0.0 %	
246	-2.9 %	0.0 %	23.0 °C	0000 0000
247	-2.9 %	4.9 %	0.0 %	0.0 %
248	1.00	1.00	1.8 g/s	0000 0011
249	0.0 g/s	0.0 g/s	83.3 g/s	0000 0101
250	0.00 KW	0.00 KW	0.00 KW	0.00 KW
251	6.00 KW	130	8.50 KW	131
252	0.0 °	0.00 KW	0.0 °	0.00 KW
253	86	26	5	943
254			0	

DiagRA D Version 4.5.29.508 Copyright by RA Consulting GmbH

Registered for Brian Rhodes

Date: 3/30/2011 1:14:58 PM

Measurement file: C:\Documents and Settings\rhodesb\Desktop\Touareg_EPA (2005).dra

Vehicle

7LX5D029769

Fault readout before clearing codes after Secondary Air System repair.

After clearing codes.

Acquisition worker: Brian Rhodes
Location: Rochester Hills, MI
Department: EEO

ECU

01 7E0 7E8 Engine electronics

Diagnostic data set: VAG\default-

ECU identification

Part number: 022906032FT
Configuration: 6388 programmable
System name: MOTRONIC ME7.1.1G
Coding: 00133
Device number: 00000
Importer number: 000
Company number: 31414

Serial number: VWZ3Z0D5246838
Manufacturer plant: 000-000
Manufacturing date: 11.08.04
Revision state: 00000000
Test bench number: 0000
Manufacturer number: 0672
Diagnosis software number: P0000
Partial software: c24g70
Status of Flash: 0000 0000 0 0 0000 0000
Vehicle ident number: Ex. 6

Fault code memory

0 fault code entries

Measured values

1	0 U/min	23.0 °C	0.0 %	0.0 %
2	0 U/min	100.0 %	0.0 ms	0.0 g/s
3	0 U/min	0.0 g/s	8.2 %	0.0 °v.OT
4	0 U/min	11.480 V	23.0 °C	28.0 °C
5	0 U/min	100.0 %	0 km/h	Idling
6	0 U/min	100.0 %	28.0 °C	-3.1 %
7				
8	not operated	Pump OFF	430 mbar	Test OFF
9				
10	0 U/min	100.0 %	8.2 %	0.0 °v.OT
11	0 U/min	23.0 °C	28.0 °C	0.0 °v.OT
12				
13				
14	0 U/min	100.0 %	0	blocked
15	0	0	0	blocked
16	0	0	0	blocked
17				
18	0 U/min	0 U/min	0.0 %	0.0 %
19				
20	0.00 KW	0.00 KW	0.00 KW	0.00 KW
21	0.00 KW	0.00 KW		
22	0 U/min	100.0 %	0.00 KW	0.00 KW
23	0 U/min	100.0 %	0.00 KW	0.00 KW
24	0 U/min	100.0 %	0.00 KW	0.00 KW
25				
26	3.861 V	3.861 V	3.861 V	3.861 V
27	3.861 V	3.861 V		
28	0 U/min	100.0 %	23.0 °C	Test OFF
29				
30	___0 0000	___0000	___0 0000	___0000
31	1.00	0.81	1.00	0.81
32	0.0 %	0.0 %	0.0 %	0.0 %
33	0.0 %	1.540 V	0.0 %	1.540 V
34	0 U/min	0.0 °C	1.50	Test OFF
35	0 U/min	0.0 °C	1.50	Test OFF
36	0.435 V	Test OFF	0.435 V	Test OFF
37	100.0 %	0.435 V	-0.004	Test OFF
38	100.0 %	0.435 V	-0.008	Test OFF
39	0.0 g/s	0.435 V	0.435 V	Test OFF
40				
41	502 Ohm	0.0 %		Htg.aC.OFF
42	502 Ohm	0.0 %		Htg.aC.OFF
43	0 U/min	0.0 °C	0.435 V	Test OFF
44	0 U/min	0.0 °C	0.435 V	Test OFF
45				
46	0 U/min	0.0 °C	0.10	Test OFF
47	0 U/min	0.0 °C	0.10	Test OFF
48				
49				
50	0 U/min	950 U/min	A/C Low	Compr. OFF
51	0 U/min	950 U/min	0	11.410 V
52	0 U/min	950 U/min	A/C Low	

53	0 U/min	950 U/min	11.480 V	0.0 %
54	0 U/min	Idling	14 %	8.2 %
55	0 U/min	0.0 %	-2.9 %	00 0000
56	0 U/min	950 U/min	0.0 %	00 0000
57	0 U/min	950 U/min	Compr. OFF	6 bar
58	0 U/min	100.0 %		
59				
60	17 %	83 %	0	ADP is OK
61	0 U/min	11.410 V	8.2 %	00 0000
62	17 %	83 %	14 %	7 %
63	14 %	79 %		ADP is OK
64	0.540 V	4.580 V	0.880 V	4.220 V
65				
66	0 km/h	0010 1000	0 km/h	0000 0000
67				
68				
69				
70	0.0 %	0.0 %		Test OFF
71	Reed closed			Test OFF
72	Reed closed	Cancel		Test OFF
73	0.0 %	0.0 %	0.0 %	0.0 %
74				
75				
76				
77	0 U/min	0.0 g/s	0.0 %	Cancel
78	0 U/min	0.0 g/s	0.0 %	Cancel
79				
80	000-000 11.08.04 00000000 0000 0672			
81	VWVGZG77LX5D029769 VWZ3Z0D5246838 <>			
82	00000000000000 <> <> <>			
83				
84				
85				
86	0110 1101	1111 1111	0110 1011	0000 1011
87	0110 1101	0000 0000	0000 0000	0000 0000
88	1111 1010	1110 1101	1100 1100	
89	0	too low		
90	0 U/min	20.0 %	0.00 KW	0.00 KW
91	0 U/min	20.0 %	0.00 KW	0.00 KW
92				
93	0 U/min	100.0 %		
94	0.00 KW		Test OFF	
95	0 U/min	100.0 %	23.0 °C	IMC-V OFF
96	0.00 KW		Test OFF	
97				
98				
99	0 U/min	1.00	1.00	I-Reg.OFF
100	0110 1101	23.0 °C	0 s	1000 0000
101	0 U/min	100.0 %	0.0 ms	0.0 g/s
102	0 U/min	23.0 °C	28.0 °C	0.0 ms
103				
104	23.0 °C	0.0 %	0.0 %	0.0 %
105	0 U/min	100.0 %	23.0 °C	off
106				
107	0 U/min	0.0 %	0.0 %	Test OFF
108				

109				
110	0 U/min	23.0 °C	0.0 ms	8.2 %
111				
112	0.0 °C		0.0 °C	
113	0 U/min	100.0 %	8.2 %	980 mbar
114				
115				
116				
117				
118				
119				
120	0 U/min	408 Nm	250 Nm	EGR not active
121				
122	0 U/min	408 Nm	250 Nm	no Eingr.
123				
124				
125	Transmission 1	ABS 1	Combi 1	Air cond.1
126			Airbag 1	Cent Elect 1
127	4WD 1		Steer wheel 1	
128	El.ign.sw. 1			
129				
130	23.0 °C	off	0.0 %	
131	23.0 °C	90.0 °C	off	0.0 %
132		0 °C	0.0 %	0000 1100
133				
134	21 °C	22.0 °C	29.0 °C	23.0 °C
135	off	10.2 %	10.2 %	
136			off	
137	A/C Low	Compr. OFF	6 bar	
138	23.0 °C	113.3 g/s	224 km/h	Test OFF
139	23.0 °C	0.0 kg	10.0 kg	Test OFF
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
153				
154				
155				
156				
157				
158				
159				
160				
161				
162				
163				
164				

165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198

199	23.0 °C	0.0 °C	0.0 °C	0000 0000
200	0	automatic	Test OFF	
201	0.0 %	0.0 %		0000 0000
202	0.00 s	0.00 s		0100 0000
203	0 U/min	100.0 %	23.0 °C	0000 0000
204	0 U/min	0 km/h	23.0 °C	0000 0000
205	502 Ohm	0.0 %	0	0000 0000
206	502 Ohm	0.0 %	0	0000 0000
207	0.00 s		Test OFF	0000 0000
208	0 U/min	126		0000 0000
209	0 U/min	126		0000 0000
210	0.00 KW	0.00 KW	1	0000 0000
211	0.00 KW	0.00 KW	1	0000 0000
212	-0.004	0	1.50	0000 0000
213	-0.008	0	1.50	0000 0000
214	0000 0000	0000 0000	0000 0000	1000 0000
215	0000 0000	0000 0000	0000 0000	1000 0000
216	1.00	0110 0000	1.00	0110 0000
217	0.0 %	0110 0000	0.0 %	0110 0000
218	0.000	1.00	1.00	0000 0000
219	1.00	1.00	0.000	1101 0000
220	22.00 kOhm		0.0 °C	0000 0000

221	22.00 kOhm		0.0 °C	0000 0000
222	0.435 V	0.81	0.0 °C	0000 0000
223	0.435 V	0.81	0.0 °C	0000 0000
224	0.435 V	0.435 V	0.0 s	0000 0000
225	0.435 V	1.00	0.00 s	0000 0000
226	0.435 V	1.00	0.00 s	0000 0000
227	0.10	0.0 °C	1.00 s	0111 0000
228	0.10	0.0 °C	1.00 s	0111 0000
229	0.0 %	0.0 %	0.0 %	0000 0000
230				
231	0.0 %	1.00	0.000	0000 0000
232	0.0 %	1.00	0.000	0000 0000
233	0.0 %	1.00	0.0 %	0000 0000
234	0.0 %	1.00	0.0 %	0000 0000
235				
236	1137	1093	1119	0000 0000
237	661	1120	630	0000 0000
238	0000 1111	0000 1111	0001 1111	0
239				
240	0.0 kg	10.0 kg	0	0000 0000
241	23.0 °C	23.0 °C	38.0 °C	29.0 °C
242	0	0	29.0 °C	0010 0000
243	143 °C	-48 °C	0	29.0 °C
244	1.00	1.00	1.00	1.00
245	0.0 %	0.0 %	0.0 %	
246	-2.9 %	0.0 %	23.0 °C	0000 0000
247	-2.9 %	4.9 %	0.0 %	0.0 %
248	1.00	1.00	1.8 g/s	0000 0000
249	0.0 g/s	0.0 g/s	83.3 g/s	0000 0001
250	0.00 KW	0.00 KW	0.00 KW	0.00 KW
251	1.00 KW	126	1.00 KW	126
252	0.0 °	0.00 KW	0.0 °	0.00 KW
253	89	23	0	0
254			0	

DiagRA D Version 4.5.29.508 Copyright by RA Consulting GmbH

Registered for Brian Rhodes

Date: 3/30/2011 2:48:53 PM

Measurement file: C:\Documents and Settings\rhodesb\Desktop\Touareg_EPA (2005).dra

Vehicle

7LX5D029769

89312 Miles

Fault readout after clearing codes after Secondary Air System repair after test drive.

Acquisition worker: Brian Rhodes

Location: Rochester Hills, MI

Department: EEO

ECU

01 7E0 7E8 Engine electronics

Diagnostic data set: VAG\default-

ECU identification

Part number: 022906032FT
Configuration: 6388 programmable
System name: MOTRONIC ME7.1.1G
Coding: 00133
Device number: 00000
Importer number: 000
Company number: 31414

Serial number: VWZ3Z0D5246838
Manufacturer plant: 000-000
Manufacturing date: 11.08.04
Revision state: 00000000
Test bench number: 0000
Manufacturer number: 0672
Diagnosis software number: P0000
Partial software: c24g70
Status of Flash: 0000 0000 0 0 0000 0000
Vehicle ident number:

Ex. 6

Fault code memory

1 fault code entries

16814 P0430 Catalyst System, Bank2 Efficiency Below Threshold
0110 0001 upper limit exceeded
conditions met
static
Warning lamp off

Measured values

1	0 U/min	87.0 °C	0.0 %	0.0 %
2	0 U/min	100.0 %	0.0 ms	0.0 g/s
3	0 U/min	0.0 g/s	8.6 %	0.0 °v.OT
4	0 U/min	12.110 V	88.0 °C	29.0 °C
5	0 U/min	100.0 %	0 km/h	Idling
6	0 U/min	100.0 %	29.0 °C	-4.7 %
7				
8	not operated	Pump OFF	530 mbar	Test OFF
9				
10	0 U/min	100.0 %	8.6 %	0.0 °v.OT
11	0 U/min	88.0 °C	30.0 °C	0.0 °v.OT
12				
13				
14	0 U/min	100.0 %	0	blocked
15	0	0	0	blocked
16	0	0	0	blocked
17				
18	0 U/min	0 U/min	0.0 %	0.0 %
19				
20	0.00 KW	0.00 KW	0.00 KW	0.00 KW
21	0.00 KW	0.00 KW		
22	0 U/min	100.0 %	0.00 KW	0.00 KW
23	0 U/min	100.0 %	0.00 KW	0.00 KW
24	0 U/min	100.0 %	0.00 KW	0.00 KW
25				
26	3.861 V	3.861 V	3.861 V	3.861 V
27	3.861 V	3.861 V		
28	0 U/min	100.0 %	88.0 °C	Test OFF
29				
30	___0 0000	___0000	___0 0000	___0000
31	1.00	0.97	1.00	0.97
32	1.1 %	-0.8 %	1.5 %	0.8 %
33	0.0 %	1.520 V	0.0 %	1.520 V
34	0 U/min	0.0 °C	1.97	Test OFF
35	0 U/min	0.0 °C	2.02	Test OFF
36	0.435 V	Test OFF	0.460 V	Test OFF
37	100.0 %	0.435 V	-0.004	Test OFF
38	100.0 %	0.460 V	-0.004	Test OFF
39	0.0 g/s	0.435 V	0.465 V	Test OFF
40				
41	502 Ohm	0.0 %		Htg.aC.OFF
42	502 Ohm	0.0 %		Htg.aC.OFF
43	0 U/min	0.0 °C	0.435 V	Test OFF
44	0 U/min	0.0 °C	0.460 V	Test OFF
45				
46	0 U/min	0.0 °C	0.27	Test OFF

47	0 U/min	0.0 °C	0.48	Test OFF
48				
49				
50	0 U/min	700 U/min	A/C Low	Compr. OFF
51	0 U/min	700 U/min	0	12.110 V
52	0 U/min	700 U/min	A/C Low	
53	0 U/min	700 U/min	12.110 V	0.0 %
54	0 U/min	Idling	14 %	8.6 %
55	0 U/min	0.0 %	-2.9 %	__00 0000
56	0 U/min	700 U/min	0.0 %	__00 0000
57	0 U/min	700 U/min	Compr. OFF	7 bar
58	0 U/min	100.0 %		
59				
60	17 %	83 %	0	ADP is OK
61	0 U/min	12.110 V	8.6 %	__00 0000
62	17 %	83 %	14 %	7 %
63	14 %	79 %		ADP is OK
64	0.540 V	4.580 V	0.880 V	4.220 V
65				
66	0 km/h	0010 1000	0 km/h	0000 0000
67				
68				
69				
70	0.0 %	0.0 %		Test OFF
71	Reed closed	Cancel		Test OFF
72	Reed closed	Cancel		Test OFF
73	0.0 %	0.0 %	0.0 %	0.0 %
74				
75				
76				
77	0 U/min	0.0 g/s	0.0 %	Test OFF
78	0 U/min	0.0 g/s	0.0 %	Test OFF
79				
80	000-000 11.08.04 00000000 0000 0672			
81	VWVGZG77LX5D029769 VWZ3Z0D5246838 <>			
82	00000000000000 <> <> <>			
83				
84				
85				
86	0100 1000	1111 1111	0110 1011	0000 1011
87	0100 1000	0000 0010	0000 0000	0000 0000
88	1111 1010	1110 1101	1100 1100	
89	0	too low		
90	0 U/min	20.0 %	0.00 KW	0.00 KW
91	0 U/min	20.0 %	0.00 KW	0.00 KW
92				
93	0 U/min	100.0 %	-4.00 KW	-5.00 KW
94	0.00 KW		Test OFF	
95	0 U/min	100.0 %	87.0 °C	IMC-V OFF
96	0.00 KW		Test OFF	
97				
98				
99	0 U/min	1.00	1.00	I-Reg.OFF
100	0100 1000	87.0 °C	0 s	1001 0000
101	0 U/min	100.0 %	0.0 ms	0.0 g/s
102	0 U/min	88.0 °C	30.0 °C	0.0 ms

103				
104	88.0 °C	0.0 %	0.0 %	0.0 %
105	0 U/min	100.0 %	88.0 °C	off
106				
107	0 U/min	0.0 %	0.0 %	Test OFF
108				
109				
110	0 U/min	88.0 °C	0.0 ms	8.6 %
111				
112	0.0 °C		0.0 °C	
113	0 U/min	100.0 %	8.6 %	980 mbar
114				
115				
116				
117				
118				
119				
120	0 U/min	408 Nm	280 Nm	EGR not active
121				
122	0 U/min	408 Nm	280 Nm	no Eingr.
123				
124				
125	Transmission 1	ABS 1	Combi 1	Air cond.1
126			Airbag 1	Cent Elect 1
127	4WD 1		Steer wheel 1	
128	El.ign.sw. 1			
129				
130	88.0 °C	off	0.0 %	
131	88.0 °C	90.0 °C	off	0.0 %
132		0 °C	0.0 %	0000 1100
133				
134	81 °C	4.0 °C	31.0 °C	88.0 °C
135	off	11.4 %	11.4 %	
136			off	
137	A/C Low	Compr. OFF	7 bar	
138	88.0 °C	113.3 g/s	224 km/h	Test OFF
139	88.0 °C	0.0 kg	5.4 kg	Test OFF
140				
141				
142				
143				
144				
145				
146				
147				
148				
149				
150				
151				
152				
153				
154				
155				
156				
157				
158				

159
160
161
162
163
164
165
166
167
168
169
170
171
172
173
174
175
176
177
178
179
180
181
182
183
184
185
186
187
188
189
190
191
192
193
194
195
196
197
198

199	88.0 °C	0.0 °C	0.0 °C	0000 0000
200	0	automatic	Test OFF	
201	0.0 %	0.0 %		0000 0001
202	0.00 s	0.00 s	Cancel	0100 0001
203	0 U/min	100.0 %	88.0 °C	0000 0001
204	0 U/min	0 km/h	88.0 °C	0000 0001
205	502 Ohm	0.0 %	4	0000 0001
206	502 Ohm	0.0 %	4	0000 0001
207	0.00 s		Test OFF	0000 0001
208	0 U/min	129	-4.00 KW	0010 0001
209	0 U/min	130	-5.00 KW	0010 0001
210	0.00 KW	0.00 KW	1	0000 0001
211	0.00 KW	0.00 KW	1	0000 0001
212	-0.004	0	1.97	0000 0001
213	-0.004	0	2.02	0000 0001
214	0000 0000	0000 0000	0000 0000	1000 0001

215	0000 0000	0000 0000	0000 0000	1000 0001
216	0.99	0110 0001	1.01	0110 0001
217	1.1 %	0110 0001	1.5 %	0110 0001
218	0.000	1.00	0.98	0000 0001
219	1.01	1.01	0.000	1101 0001
220	22.00 kOhm		0.0 °C	0000 0001
221	22.00 kOhm		0.0 °C	0000 0001
222	0.435 V	0.97	0.0 °C	0000 0001
223	0.450 V	0.97	0.0 °C	0000 0001
224	0.435 V	0.455 V	0.0 s	0000 0001
225	0.435 V	1.00	0.00 s	0000 0001
226	0.455 V	1.00	0.00 s	0000 0001
227	0.27	0.0 °C	1.00 s	0111 0001
228	0.48	0.0 °C	1.00 s	0111 0011
229	0.0 %	0.0 %	0.0 %	0000 0001
230				
231	0.0 %	1.00	0.000	0000 0001
232	0.0 %	1.00	0.000	0000 0001
233	0.0 %	0.99	1.1 %	0000 0001
234	0.0 %	1.01	1.5 %	0000 0001
235				
236	1139	1097	1119	0000 0000
237	661	1122	639	0000 0000
238	0000 1111	0000 1111	0001 1111	0
239				
240	0.0 kg	5.4 kg	0	0000 0001
241	50.0 °C	88.0 °C	90.0 °C	33.0 °C
242	0	0	33.0 °C	0010 0001
243	143 °C	-48 °C	0	33.0 °C
244	1.00	1.00	1.00	1.00
245	0.0 %	0.0 %	0.0 %	
246	-2.9 %	0.0 %	88.0 °C	0000 0000
247	-2.9 %	-1.0 %	0.0 %	-3.7 %
248	1.00	0.97	1.2 g/s	0000 0001
249	0.0 g/s	0.0 g/s	83.3 g/s	0000 0001
250	0.00 KW	0.00 KW	0.00 KW	0.00 KW
251	4.50 KW	129	5.50 KW	130
252	0.0 °	0.00 KW	0.0 °	0.00 KW
253	86	26	1	0
254			0	



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

Vehicle Parameters for In-use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: Front, Rear or All wheel drive

Tire Pressure: PSI

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Vehicle Set Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? N (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative:

Date:

EG&G Representative:

Date:

EPA Representative:

Date:

Drive on street



In general:

This procedure will adapt the test vehicle after erasing fault memory. After the procedure it needs to be checked if any other pending faults are stored.

*** should contain:**

- Stop and go
- No kickdown

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Fri 4/1/2011 1:12:50 PM
Subject: VW Group - Revised application / Running Change CVWXV02.5259

Hello Jim,

Yesterday we submitted a revised application and running change for test group CVWXV02.5259. This running change is for the following:

- 1) A name change to replace New Midsized Sedan (NMS) with Passat for evaporative family CVWXR0125P46
- 2) Add model Beetle to the test group for evaporative family CVWXR0110237.

Revised EPA certificates are needed. We submitted new certification requests this morning in Verify.

Please let me know if you need any other information on your end to proceed.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: CN=Kim Cieslak/OU=AA/O=USEPA/C=US@EPA;CN=Bernd Liebner/OU=AA/O=USEPA/C=US@EPA;CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]; N=Bernd Liebner/OU=AA/O=USEPA/C=US@EPA;CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]; N=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Fri 4/1/2011 1:45:03 PM
Subject: In-use vehicles scheduled for next week
[In-Use Parameters Form.xls](#)

Dear Sebastian,

Please include the people that are listed on this e-mail when you send the parameters because I will be out next week.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0064 (2005 VW/Touareg) - VIN# Ex. 6 04/06/11 (Wednesday) 0900 Veh. pick up

Please send the following to me for these vehicles before pick-up. Please use the attached form:

- vehicle target road-load coefficients
- fuel tank capacity
- 40% tank capacity
- tire pressure
- applicable in-use standards (Does this vehicle qualify for relaxed in-use standards as per 86.1811-04(p)?)

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

Please send the form electronically to me and I will pass it along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Lynn Sohacki/AA/USEPA/US@EPA[]
Cc: Kim Cieslak/AA/USEPA/US@EPA; Bernd Liebner/AA/USEPA/US@EPA; Ben Haynes/AA/USEPA/US@EPA[]; Bernd Liebner/AA/USEPA/US@EPA; Ben Haynes/AA/USEPA/US@EPA[]; Ben Haynes/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Fri 4/1/2011 3:09:47 PM
Subject: RE: In-use vehicles scheduled for next week
P121RXX-0064 In-Use Parameters Form.pdf
Touareg MY05 fuel drain.pdf

Hello Lynn,

Attached you will find the data to the second car we will inspect on Monday, April 11th in your lab. We will be there at 8 am on Monday.

Please let me know if you have any questions.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Friday, April 01, 2011 9:45 AM
To: Berenz, Sebastian
Cc: Cieslak.Kim@epamail.epa.gov; Liebner.Bernd@epamail.epa.gov; Haynes.Ben@epamail.epa.gov
Subject: In-use vehicles scheduled for next week

Dear Sebastian,

Please include the people that are listed on this e-mail when you send the parameters because I will be

out next week.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0064 (2005 VW/Touareg) - VIN# Ex. 6 4/06/11
(Wednesday) 0900 Veh. pick up

Please send the following to me for these vehicles before pick-up.
Please use the attached form:

vehicle target road-load coefficients
fuel tank capacity
40% tank capacity
tire pressure
applicable in-use standards (Does this vehicle qualify for relaxed in-use standards as per 86.1811-04(p)?)

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

disabling traction control, stability control and any load leveling the vehicle may have
preferred method for loading the canister
preferred fuel drain method
any special starting procedures
ABS disabling instructions
for flex-fuel vehicles, the fuel switch procedure

Please send the form electronically to me and I will pass it along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: In-Use Parameters Form.xls)



National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

Vehicle Parameters for In-use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds

Nominal Fuel Tank Capacity: Gallons 40% Fill Gallons

Drive Axle: Front, Rear or All wheel drive

Tire Pressure: PSI

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

Vehicle Set Road-Load Coefficients

A Lb-force

A Lb-force

B Lb-force*mph

B Lb-force*mph

C Lb-force*mph²

C Lb-force*mph²

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative:

Date:

EG&G Representative:

Date:

EPA Representative:

Date:

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Fri 4/1/2011 8:33:49 PM
Subject: FW: VW Group - Revised application / Running Change CVWXV02.5259

Hello Jim,

Today we submitted a new application for test group CADXV02.03PA / Evaporative family CADXR0110237.

Note, this is a carryover test group with no new models and dropping the Jetta model for MY2012.

A request for certificate was also made in Verify. Please let me know if there are any questions on your end.

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Mon 4/11/2011 4:34:36 PM
Subject: Test data for in-use vehicle P121-0014
P121RXX-0014.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

CUSD

CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results

Test Number: 2011-0131-004

Vehicle ID: P121RXX-0014

Test Information

Test Date: 4/6/2011

MFR Name: VOLKSWAGEN

Key Start: 16:59:19

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 90 US06 (us06warmup_us06)

Shift Schedule: A09980041

Calculation Method: Gasoline

Beginning Odometer: 089379.0 MI

Pretest Remarks:

Drive Schedule: us06_us06



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	15.976	729.590	4.595	1.521	5.186	
Ambient	2.896	1.164	0.040	0.047	2.041	
Net Concentration	13.424	728.565	4.560	1.480	3.388	9.553

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.149	16.374	0.153	522.6	0.044	0.106	16.265

Fuel Economy

Gasoline MPG

Phase 1 16.23

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 4.57

EPA Set Co B: -0.0872

EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-004

Vehicle ID: P121RXX-0014

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	1.194	130.847	1.224	4175.9	0.349	0.850	1.143

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.91			
Avg Cell Temp (degF)	75.06			
Dew Point (degF)	49.27			
Specific Humidity (grains/lbm)	53.94			
NOx Corr Factor	.09099			
CO2 Dilution Factor	8.400			
CFV Vmix (scf @68F)	5447.25			

CVS Flow Rate Avg (scfm) 543.01

Fan Placement: USO6 Only - One Large Fan - Up - Front

Phase Time (secs)	601.90
Distance (miles)	7.991
Bag Analysis Time (secs)	154.8

CISD
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results

Test Number: 2011-0131-003

Vehicle ID: P121RXX-0014

Test Information



Test Date: 4/6/2011

Key Start: 15:54:42

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 03 HWFET (hwfelprep_hwfet)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980011

Beginning Odometer: 089358.0 MI

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	6.929	135.279	2.866	1.669	3.205	
Ambient	3.222	0.357	0.041	0.047	2.072	
Net Concentration	4.112	134.967	2.830	1.628	1.393	2.520

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.027	1.781	0.056	337.7	0.011	0.016	26.209

Fuel Economy

Gasoline MPG

Phase 1 26.15

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 4.57

EPA Set Co B: -0.0872

EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-003

Vehicle ID: P121RXX-0014

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.275	18.249	0.575	3459.8	0.108	0.169	1.143

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.89			
Avg Cell Temp (degF)	75.25			
Dew Point (degF)	49.88			
Specific Humidity (grains/lbm)	55.22			
NOx Corr Factor	0.9149			
CO2 Dilution Factor	7.961			
CFV Vmix (scf @68F)	4101.07			
CVS Flow Rate Avg (scfm)	321.65			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.00			
Distance (miles)	10.246			
Bag Analysis Time (secs)	144.8			

C150
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results

Test Number: 2011-0131-002

Vehicle ID: P121RXX-0014

Test Information

Test Date: 4/6/2011

MFR Name: VOLKSWAGEN

Key Start / Hot Soak: 14:37:58 / 09:58

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)

Shift Schedule: A09980005

Calculation Method: Gasoline

Beginning Odometer: 089347.0 MI

Pretest Remarks:

Drive Schedule: ftp3bag

Soak Period: 29.5 hours



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	45.275	295.598	13.193	1.455	6.024	
Ambient	3.590	0.407	0.064	0.046	2.166	
Net Concentration	42.084	295.235	13.136	1.413	4.098	37.400

Remarks:

Phase 2

Sample	3.871	13.750	0.198	0.909	2.237	
Ambient	3.585	0.272	0.056	0.047	2.135	
Net Concentration	0.529	13.497	0.145	0.866	0.246	0.248

Remarks:

Phase 3

Sample	6.735	43.113	0.696	1.215	3.156	
Ambient	3.221	0.295	0.050	0.047	2.103	
Net Concentration	3.808	42.845	0.651	1.172	1.244	2.385

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.525	7.439	0.495	559.6	0.059	0.467	15.577
Phase 2	0.011	0.545	0.009	549.0	0.006	0.005	16.232
Phase 3	0.048	1.083	0.025	465.5	0.018	0.030	19.098
Weighted	0.12775	2.12571	0.11418	528.179	0.02020	0.10779	

Fuel Economy

	Gasoline MPG
Phase 1	15.54
Phase 2	16.19
Phase 3	19.05
Weighted	16.75

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 4.57

EPA Set Co B: -0.0872

EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-002

Vehicle ID: P121RXX-0014

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	1.881	26.636	1.772	2003.6	0.212	1.671	1.143
Phase 2	0.040	2.084	0.034	2101.3	0.022	0.019	
Phase 3	0.171	3.880	0.088	1668.4	0.065	0.107	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.89	28.89	28.90	
Avg Cell Temp (degF)	75.82	75.12	73.40	
Dew Point (degF)	49.39	49.28	49.39	
Specific Humidity (grains/lbm)	54.21	53.99	54.19	
NOx Corr Factor	0.9110	0.9101	0.9109	
CO2 Dilution Factor	9.001	14.706	10.984	
CFV Vmix (scf @68F)	2736.38	4683.76	2746.65	
CVS Flow Rate Avg (scfm)	324.09	323.02	325.37	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.60	870.00	506.50	
Distance (miles)	3.580	3.828	3.584	
Bag Analysis Time (secs)	879.5	1119.4	160.0	

To: Jim Snyder/AA/USEPA/US@EPA;Arvon Mitcham/AA/USEPA/US@EPA[]; rvon Mitcham/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 4/13/2011 8:20:43 PM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Ex. 7
Sent: Friday, April 01, 2011 8:30 AM

To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 31, 2011 5:22 PM
To: **Ex. 7**
Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/13/2011 9:37:38 PM
Subject: RE: Lambo ADP

[Ex. 7] are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Date: 04/13/2011 04:21 PM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Friday, April 01, 2011 8:30 AM
To: 'Snyder.Jim@epamail.epa.gov'

Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, March 31, 2011 5:22 PM

To: **Ex. 7**

Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA;Arvon Mitcham/AA/USEPA/US@EPA[]; rvon Mitcham/AA/USEPA/US@EPA[]
Cc: **Ex. 7**
From:
Sent: Thur 4/14/2011 2:43:31 PM
Subject: RE: Lambo ADP
<mailto:Snyder.Jim@epamail.epa.gov>

Hello Jim and Arvon:

I am available between 11 AM and 3 PM today. Do you have specific questions regarding the Lamborghini submission? If so I can try to tie in the Lamborghini folks. You may recall that they volunteered to have a conference call.

Regarding the durability procedures used for MY 2011 and 2012, there are charts in Section 4 of the Common Section that identify the durability procedure used for each test group. For these model years, the general breakdown is essentially the same and is described below:

1. The majority of the test groups use the Volkswagen Alternate Durability Procedure (VWADP), which is a whole-vehicle, accelerated durability procedure that has been used for a number of years.
2. The Diesel test groups (2.0L TDI and 3.0L TDI), use the Standard Road Cycle.
3. EPA assigned DFs are used for three limited production concepts; namely the Bentley 63/4L Mulsanne, the Lamborghini V-12 Aventador, and the Bugatti.

Lamborghini is requesting approval of a bench cycle for use with a forthcoming 2012 test group.

At one point, we presented a Volkswagen Bench Cycle; however, this procedure is not used at the moment. There is a reference to this procedure in the Lamborghini Bench Cycle request, for comparison purposes. In addition, we have presented a Bench Cycle for diesels, but again, we are not there yet.

If you would like a list summarizing the application of the procedures, please let me know.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, April 13, 2011 5:38 PM
To: **Ex. 7**
Cc: Mitcham.Arvon@epamail.epa.gov
Subject: RE: Lambo ADP

Ex. 7 are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946

snyder.jim@epa.gov

From:

Ex. 7

To:

Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA

Date:

04/13/2011 04:21 PM

Subject:

RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From:

Ex. 7

Sent: Friday, April 01, 2011 8:30 AM

To: 'Snyder.Jim@epamail.epa.gov'

Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, March 31, 2011 5:22 PM

To: **Ex. 7**

Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: [Ex. 7]@vw.com]
Cc: CN=Arvon Mitcham/OU=AA/O=USEPA/C=US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 4/14/2011 3:37:29 PM
Subject: RE: Lambo ADP
<mailto:Snyder.Jim@epamail.epa.gov>

Thanks for the note clarifying the various methods used. Arvon and I discussed it and agreed that you are okay. He will send VW and Lamborghini a formal letter of approval but you can submit cert requests before then too.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 04/14/2011 10:44 AM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

I am available between 11 AM and 3 PM today. Do you have specific questions regarding the Lamborghini submission? If so I can try to tie in the Lamborghini folks. You may recall that they volunteered to have a conference call.

Regarding the durability procedures used for MY 2011 and 2012, there are charts in Section 4 of the Common Section that identify the durability procedure used for each test group. For these model years, the general breakdown is essentially the same and is described below:

1. The majority of the test groups use the Volkswagen Alternate Durability Procedure (VWADP), which is a whole-vehicle, accelerated durability procedure that has been used for a number of years.
2. The Diesel test groups (2.0L TDI and 3.0L TDI), use the Standard Road Cycle.
3. EPA assigned DFs are used for three limited production concepts; namely the Bentley 63/4L Mulsanne, the Lamborghini V-12 Aventador, and the Bugatti.

Lamborghini is requesting approval of a bench cycle for use with a forthcoming 2012 test group.

At one point, we presented a Volkswagen Bench Cycle; however, this procedure is not used at the moment. There is a reference to this procedure in the Lamborghini Bench Cycle request, for comparison purposes. In addition, we have presented a Bench Cycle for diesels, but again, we are not there yet.

If you would like a list summarizing the application of the procedures, please let me know.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: Ex. 7@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Wednesday, April 13, 2011 5:38 PM

To: Ex. 7

Cc: Mitcham.Arvon@epamail.epa.gov

Subject: RE: Lambo ADP

Ex. 7 are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Ex. 7@vw.com>

To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA

Date: 04/13/2011 04:21 PM

Subject: RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office
Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

From: **Ex. 7**

Sent: Friday, April 01, 2011 8:30 AM

To: 'Snyder.Jim@epamail.epa.gov'

Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, March 31, 2011 5:22 PM

To: **Ex. 7**

Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]

Cc: Arvon Mitcham/AA/USEPA/US@EPA[]

Ex. 7

Ex. 7

From: Ex. 7

Sent: Thur 4/14/2011 4:02:54 PM

Subject: RE: Lambo ADP

<mailto:Snyder.Jim@epamail.epa.gov>

<mailto:Snyder.Jim@epamail.epa.gov>

Hello Jim and Arvon:

Much appreciated!

I have told Lambo the good news.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, April 14, 2011 11:37 AM
To: [REDACTED] Ex. 7
Cc: Mitcham.Arvon@epamail.epa.gov; [REDACTED] Ex. 7
Subject: RE: Lambo ADP

Thanks for the note clarifying the various methods used. Arvon and I discussed it and agreed that you are okay. He will send VW and Lamborghini a formal letter of approval but you can submit cert requests before then too.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [REDACTED] Ex. 7
To: Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA
Cc: [REDACTED] Ex. 7
Date: 04/14/2011 10:44 AM
Subject: RE: Lambo ADP

Hello Jim and Arvon:

I am available between 11 AM and 3 PM today. Do you have specific questions regarding the Lamborghini submission? If so I can try to tie in the Lamborghini folks. You may recall that they volunteered to have a conference call.

Regarding the durability procedures used for MY 2011 and 2012, there are charts in Section 4 of the Common Section that identify the durability procedure used for each test group. For these model years, the general

breakdown is essentially the same and is described below:

1. The majority of the test groups use the Volkswagen Alternate Durability Procedure (VWADP), which is a whole-vehicle, accelerated durability procedure that has been used for a number of years.
2. The Diesel test groups (2.0L TDI and 3.0L TDI), use the Standard Road Cycle.
3. EPA assigned DFs are use for three limited production concepts; namely the Bentley 63/4L Mulsanne, the Lamborghini V-12 Aventador, and the Bugatti.

Lamborghini is requesting approval of a bench cycle for use with a forthcoming 2012 test group.

At one point, we presented a Volkswagen Bench Cycle; however, this procedure is not used at the moment. There is a reference to this procedure in the Lamborghini Bench Cycle request, for comparison purposes. In addition, we have presented a Bench Cycle for diesels, but again, we are not there yet.

If you would like a list summarizing the application of the procedures, please let me know.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Wednesday, April 13, 2011 5:38 PM

To: **Ex. 7**

Cc: Mitcham.Arvon@epamail.epa.gov

Subject: RE: Lambo ADP

Len, are you available for a short phone conference tomorrow sometime between 9:30 and 1:00?

We have some questions on which vehicles are using vehicle aging, VW bench aging, and Lambo bench aging for 2011 and 2012. do you have a table or chart like that?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:

Ex. 7

To:

Jim Snyder/AA/USEPA/US@EPA, Arvon Mitcham/AA/USEPA/US@EPA

Date:

04/13/2011 04:21 PM

Subject:

RE: Lambo ADP

Hello Jim and Arvon:

(Arvon – I left a telephone message with you a earlier today.)

I would appreciate an update on the status of the Lamborghini Bench Test request for approval. This topic has become somewhat urgent.

Best regards,

Ex. 7

Volkswagen Group of America, Inc.

Ex. 7

From: **Ex. 7**

Sent: Friday, April 01, 2011 8:30 AM

To: 'Snyder.Jim@epamail.epa.gov'

Subject: RE: Lambo ADP

Hi Jim:

Great. Thanks for the follow-up.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, March 31, 2011 5:22 PM
To: Ex. 7
Subject: Lambo ADP

I talked to Arvon about the Lambo ADP. He seemed agreeable to it so you may hear from him soon.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Fri 4/15/2011 6:23:30 PM
Subject: VW Group - Certificate Request for new diesel test group CVWXV02.0U4S

Hello Jim,

Today we submitted application documents and a certificate request for the new diesel test group CVWXV02.0U4S (Passat).

Note, we are requesting a conditional certificate for this test group. A confirmatory test for this vehicle is scheduled ~ May 18th.

Please let myself or Bill Rodgers know if there are any issues with this moving forward.

Best Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 4/19/2011 3:46:09 PM
Subject: VW Group Decision Information - CADXV02.53UK
william.rodgers@vw.com

Hi Jim,

I submitted tests and decision information for the new 2012 Audi test group CADXV02.53UK. This is for a performance variant of the Audi TT with 360 horsepower. There is no new technology involved, however, it represents the first combination of exist (VW) 5-cylinder in-line engine with all-wheel drive and direct injection turbocharging (TFSI). Let me know if you have any questions.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: richard.thomas@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Ted Trimble/OU=AA/O=USEPA/C=US@EPA[]; N=Ted Trimble/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Wed 4/20/2011 2:32:15 PM
Subject: Fw: New 2010 ABT template attached
ABT_Report_Template_1_5_2011.xlsx
(embedded image)

Richard,

Here's the new AB&T template---although Mitsubishi found an error in the new template . As we discussed today, detailed fleet average calculations (using the template) are not needed if all of the manufacturer's vehicles are certified at or below the fleet average NOx standard----and the mfr doesn't want to bank credits, etc. See 86.1860-04(c)(2) and 86.1862-04(b)(2).

Ted Trimble is the EPA lead on AB&T issues----so please work with him if the template needs corrections.

Mitsubishi found the following error in the new template: "In the "current MY credit calculation" tab, when we enter "150k" useful life in column F, and "NO" in column G, we still get a incorrect value of 0.85 in column L. The correct value in column L should be 1. Any advise or fix?"

There may be other errors. I'm not sure if any manufacturers have sent their AB&T calculations to EPA using the revised template or not---Ted might know.

Regards

----- Forwarded by David Good/AA/USEPA/US on 04/20/2011 09:52 AM -----

From: Ted Trimble/AA/USEPA/US
To: OAR-OTAQ-CISD-LDVG
Date: 04/18/2011 03:41 PM
Subject: ABT template

For 2010 and beyond, Mary's group has reworked the template for recording ABT reports. The old template did not accept a letter as the first character in the engine family, the new one does.

Ted Trimble, Mechanical Engineer
CCD, USEPA
734 214 4289

Manufacturer Name	Model Year	INTERIM LDV/LLDT CREDITS			INTERIM HLDV/MDPV CREDITS		
		Interim LDV/LLDT Credits (Deficits) - Current MY	Interim LDV/LLDT Credit (Deficits) Carryover - Previous MYs	Total Interim LDV/LLDT Credits (Deficits)	Interim HLDV/MDPV Credits (Deficits) - Current MY	Interim HLDV/MDPV Credit (Deficits) Carryover - Previous MYs	Total Interim HLDV/MDPV Credits (Deficits)
		0		0	0		0

TIER 2 LDV/LLDT CREDITS				TIER 2 HLDT/MDPV CREDITS - Early Banking			
Tier 2 LDV/LLDT Credits (Deficits) - Current MY	Tier 2 LDV/LLDT Credit (Deficit) Carryover - Previous MYs	Tier 2 LDV/LLDT Credits to be applied to Interim LDV/LLDT deficit, if applicable	Total Tier 2 LDV/LLDT Credits (Deficits)	Early Banking Credits - Tier 2 HLDT/MDPV - Current MY	Early Banking Carryover Credits - Tier 2 HLDT/MDPV - Previous MYs	Tier 2 HLDT/MDPV Credits to be applied to Interim HLDT/MDPV deficit, if applicable	Total Tier 2 HLDT/MDPV Early Banking Credits
0			0	0			0

[illegible]

[illegible]

Total Sales - Tier 2 LDV/LLDT	
Total Sales - All LDV/LLDT	
Phase-In % - Tier 2 LDV/LLDT	#DIV/0!
Total Sales - Interim HLDT/MDPV	
Total Sales - All HLDT/MDPV	
Phase-In % - Interim HLDT/MDPV	#DIV/0!

Credit Balance - Tier 2 LDV/LLDT	
Early Banking - Tier 2 HLDT/MDPV	
Credit Balance - Interim LDV/LLDT	
Credit Balance - Interim HLDT/MDPV	

Total Sales - Tier 2 LDV/LLDT Evap		
Total Sales - All LDV/LLDT Evap		
Phase-In % - Tier 2 LDV/LLDT Evap		#DIV/0!

Total Sales - Tier 2 HLDT/MDPV Evap		
Total Sales - All HLDT/MDPV Evap		
Phase-In % - Tier 2 HLDT/MDPV Evap		#DIV/0!

Chrysler Group LLC

[illegible]

S.R. Mazure

Credit Transfers

6/20/2017

To: "Rodgers, William" [William.Rodgers@vw.com]; im Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Wed 4/20/2011 8:04:15 PM
Subject: VW Group - Decision Infomration sent VW Beetle
<http://content.usatoday.com/communities/driveon/post/2011/04/2012-vw-beetle-global-us-bigger-1?csp=34>
william.rodgers@vw.com

Hello Jim,

As a follow up to the message below, I just submitted the Decision Information for fuel economy tests for the 2012 Beetle (BIN 5/ULEV, automatic) for test group CADXJ02.03UA.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

From: Rodgers, William
Sent: Wednesday, April 20, 2011 12:47 PM

To: Snyder, Jim
Cc: Giles, Michael
Subject: VW Beetle

Hi Jim,

Thought you might like to see the next generation 2012 Beetle below. I just submitted a decision information for the turbo version in test group CVWXV02.03PA (Bin 3/SULEV). As a heads up, Mike Giles will be submitting the corresponding Bin 5/ULEV tests soon.

<http://content.usatoday.com/communities/driveon/post/2011/04/2012-vw-beetle-global-us-bigger-/1?csp=34>

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 4/21/2011 1:40:28 PM
Subject: Standards for the Touareg

Hi, Sebastian.

There seems to be some confusion here about the US06 standards for the Touareg. Please let us know the full useful life standards and what category it is certified to (LDT2, LDT3, LDT4)? Thanks.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 4/21/2011 1:45:04 PM
Subject: Test data for in-use vehicle P121-0064
P121RXX-0064.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

CISD

NVFEL Laboratory Test Data Final Laboratory Test Results

CVS

Test Information



Test Number: 2011-0139-002
 Test Date: 4/14/2011
 Key Start / Hot Soak: 07:21:12 / 09:42
 Fuel Container ID: F00023
 Fuel Type: 61 Tier 2 Cert Test Fuel
 Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)
 Calculation Method: Gasoline
 Pretest Remarks:

Vehicle ID: P121RXX-0064
 MFR Name: VOLKSWAGEN
 MFR Codes: 590 VWX
 Config #: 00
 Transmission: AUTO
 Shift Schedule: A09980005
 Beginning Odometer: 087561.0 MI
 Drive Schedule: ftp3bag
 Soak Period: 18.1 hours

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	29.803	238.148	5.284	1.416	4.777	
Ambient	7.103	0.286	0.015	0.043	1.967	
Net Concentration	23.465	237.893	5.271	1.378	3.022	20.010

Remarks:

Phase 2

Sample	7.223	2.841	0.238	0.863	2.038	
Ambient	7.424	0.031	0.013	0.044	1.962	
Net Concentration	0.279	2.812	0.226	0.822	0.203	0.047

Remarks:

Phase 3

Sample	7.656	10.622	0.799	1.198	2.709	
Ambient	5.981	0.178	0.014	0.044	1.967	
Net Concentration	2.210	10.461	0.786	1.158	0.918	1.161

Remarks:

Phase 4

Sample
 Ambient
 Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.297	6.074	0.179	552.8	0.044	0.253	15.844
Phase 2	0.006	0.115	0.012	526.4	0.005	0.001	16.948
Phase 3	0.028	0.268	0.027	466.2	0.013	0.015	19.122
Weighted	0.07220	1.39347	0.05089	515.352	0.01533	0.05705	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #:
Phase 1	15.81		D329 - AWD
Phase 2	16.91		Inertia: 5500
Phase 3	19.08		EPA Set Co A: 10.82
			EPA Set Co B: 0.1318
			EPA Set Co C: 0.02805
Weighted	17.21		Emiss-Bench: Mexa 7200sie

v101208 - d329 EPAVDAEm110414085801

Page 1 of 2

Print Time 14-Apr-2011 08:18

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0139-002

Vehicle ID: P121RXX-0064

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	1.059	21.685	0.640	1973.6	0.158	0.903	1.143
Phase 2	0.022	0.439	0.047	2015.1	0.018	0.004	
Phase 3	0.100	0.957	0.096	1665.4	0.048	0.053	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.18	29.18	29.18	
Avg Cell Temp (degF)	74.94	74.90	74.94	
Dew Point (degF)	30.26	30.23	29.93	
Specific Humidity (grains/lbm)	25.31	25.28	24.97	
NOx Corr Factor	0.8107	0.8106	0.8096	
CO2 Dilution Factor	9.285	15.502	11.165	
CFV Vmix (scf @68F)	2764.73	4730.37	2775.50	
CVS Flow Rate Avg (scfm)	327.25	326.42	328.66	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.90	869.50	506.70	
Distance (miles)	3.570	3.828	3.572	
Bag Analysis Time (secs)	879.0	1105.0	160.6	

C150

NVFEL Laboratory Test Data
Final Laboratory Test Results

CVS

Test Information



Test Number: 2011-0139-003
Test Date: 4/14/2011
Key Start: 08:39:53
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 03 HWFET (hwfetprep_hwfet)
Calculation Method: Gasoline
Pretest Remarks:

Vehicle ID: P121RXX-0064
MFR Name: VOLKSWAGEN
MFR Codes: 590 VWX
Config #: 00
Transmission: AUTO
Shift Schedule: A09980011
Beginning Odometer: 087572.0 MI
Drive Schedule: hwfet_hwfet

Bag Data

	HC-FID	CO	NOx	CO2	CH4	NonMeth HC
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)
Sample	8.001	78.037	1.515	1.619	2.776	
Ambient	5.549	0.299	0.018	0.045	1.943	
Net Concentration	3.126	77.774	1.499	1.579	1.070	1.904

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID	CO	NOx	CO2	CH4	NMHC	Vol MPG
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.021	1.038	0.027	331.2	0.008	0.013	26.812

Fuel Economy

Gasoline MPG
Phase 1 26.75

Dyno Settings

Dyno #: D329 - AWD
Inertia: 5500
EPA Set Co A: 10.82
EPA Set Co B: 0.1318
EPA Set Co C: 0.02805

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data
Final Laboratory Test Results

CVS

Test Number: 2011-0139-003

Vehicle ID: P121RXX-0064

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.212	10.638	0.273	3393.9	0.084	0.129	1.143

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.20			
Avg Cell Temp (degF)	74.92			
Dew Point (degF)	30.06			
Specific Humidity (grains/lbm)	25.08			
NOx Corr Factor	0.8100			
CO2 Dilution Factor	8.234			
CFV Vmix (scf @68F)	4148.74			
CVS Flow Rate Avg (scfm)	325.39			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.00			
Distance (miles)	10.248			
Bag Analysis Time (secs)	144.8			

C152
CVS

NVFEL Laboratory Test Data
Final Laboratory Test Results

Test Number: 2011-0139-005

Vehicle ID: P121RXX-0064

Test Information



Test Date: 4/19/2011
Key Start: 15:37:20
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 90 US06 (us06warmup_us06)
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: VOLKSWAGEN
MFR Codes: 590 VWX
Config #: 00
Transmission: AUTO
Shift Schedule: A09980041
Beginning Odometer: 087609.0 MI
Drive Schedule: us06_us06

Bag Data

Phase 1

	<u>HC-FID</u> (ppmC)	<u>CO</u> (ppm)	<u>NOx</u> (ppm)	<u>CO2</u> (%)	<u>CH4</u> (ppm)	<u>NonMeth HC</u> (ppmC)
Sample	13.084	520.472	2.504	1.493	4.620	
Ambient	3.985	1.316	0.055	0.046	1.968	
Net Concentration	9.558	519.308	2.455	1.452	2.879	6.268

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	<u>HC-FID</u> (gpm)	<u>CO</u> (gpm)	<u>NOx</u> (gpm)	<u>CO2</u> (gpm)	<u>CH4</u> (gpm)	<u>NMHC</u> (gpm)	<u>Vol MPG</u> (mpg)
Phase 1	0.109	11.911	0.084	523.5	0.038	0.071	16.451

Fuel Economy

	<u>Gasoline MPG</u>
Phase 1	16.41

Dyno Settings

Dyno #: D329 - AWD
Inertia: 5500
EPA Set Co A: 10.82
EPA Set Co B: 0.1318
EPA Set Co C: 0.02805

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0139-005

Vehicle ID: P121RXX-0064

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.868	95.170	0.669	4182.6	0.302	0.569	1.143

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.96			
Avg Cell Temp (degF)	75.96			
Dew Point (degF)	48.68			
Specific Humidity (grains/lbm)	52.65			
NOx Corr Factor	0.9050			
CO2 Dilution Factor	8.667			
CFV Vmix (scf @68F)	5558.49			

CVS Flow Rate Avg (scfm) 554.37

Fan Placement: USO6 Only - One Large Fan - Up - Front

Phase Time (secs)	601.59
Distance (miles)	7.990
Bag Analysis Time (secs)	155.0

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 4/21/2011 3:35:22 PM
Subject: FW: Standards for the Touareg
sebastian.berenz@vw.com
<http://www.volkswagen.com>
sebastian.berenz@vw.com
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>

Sorry Lynn,

I forgot to add that the Touareg is a LDT4.

Sorry for that.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Berenz, Sebastian
Sent: Thursday, April 21, 2011 11:34 AM
To: 'Sohacki.Lynn@epamail.epa.gov'
Subject: RE: Standards for the Touareg

Hello Lynn,

Thank you very much for the information.

We certified the MY2005 Touareg test group 5VWXT03.2225 as a LEVII/LEV Bin5 testgroup.

For SFTP we have the following standards:

- NMHC + NOx Composite: 1.41 g/mi (0.35*FTP result + 0.28*US06 result + 0.37* SC03 result)
- CO: 19.3 g/mi

As far as I reviewed the results from in-use vehicle P121-0064, it passed quite good.

Please let me know if you have any further questions.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, April 21, 2011 9:40 AM
To: Berenz, Sebastian
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Standards for the Touareg

Hi, Sebastian.

There seems to be some confusion here about the US06 standards for the

Touareg. Please let us know the full useful life standards and what

category it is certified to (LDT2, LDT3, LDT4)? Thanks.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Fri 4/22/2011 3:21:26 PM
Subject: Test data for in-use vehicle P121-0014
P121RXX-0014(2).pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

0150
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results

CVS

Test Number: 2011-0131-005

Vehicle ID: P121RXX-0014

Test Information



Test Date: 4/20/2011

MFR Name: VOLKSWAGEN

Key Start / Hot Soak: 13:09:52 / 09:44

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp

Shift Schedule: A09980005

Calculation Method: Gasoline

Beginning Odometer: 089454.0 MI

Pretest Remarks:

Drive Schedule: ftp3bag

Soak Period: 22.1 hours

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	35.967	304.186	5.835	1.417	4.869	
Ambient	3.594	0.000	0.055	0.044	1.901	
Net Concentration	32.761	304.186	5.786	1.378	3.173	29.134

Remarks:

Phase 2

Sample	4.124	14.278	0.215	0.890	2.037	
Ambient	3.676	0.000	0.034	0.044	1.898	
Net Concentration	0.693	14.278	0.183	0.850	0.266	0.389

Remarks:

Phase 3

Sample	6.568	35.511	0.691	1.211	2.893	
Ambient	3.270	0.000	0.014	0.044	1.895	
Net Concentration	3.595	35.511	0.678	1.171	1.170	2.257

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.419	7.855	0.223	559.0	0.047	0.373	15.585
Phase 2	0.014	0.589	0.011	551.0	0.006	0.008	16.171
Phase 3	0.046	0.913	0.026	473.0	0.017	0.029	18.805

Weighted 0.10699 2.18803 0.05927 531.149 0.01775 0.08945

Fuel Economy

Gasoline MPG

Phase 1 15.55
Phase 2 16.13
Phase 3 18.76

Weighted 16.65

Dyno Settings

Dyno #: D329 - AWD
Inertia: 5500
EPA Set Co A: 4.57
EPA Set Co B: -0.0872
EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-005

Vehicle ID: P121RXX-0014

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	1.499	28.107	0.797	2000.1	0.168	1.333	1.143
Phase 2	0.054	2.255	0.043	2108.8	0.024	0.030	
Phase 3	0.164	3.274	0.093	1696.4	0.062	0.103	

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.93	28.94	28.94	
Avg Cell Temp (degF)	74.61	75.41	75.22	
Dew Point (degF)	48.92	48.97	49.13	
Specific Humidity (grains/lbm)	53.20	53.28	53.60	
NOx Corr Factor	0.9070	0.9074	0.9086	
CO2 Dilution Factor	9.237	15.017	11.025	
CFV Vmix (scf @68F)	2802.52	4790.76	2796.20	
CVS Flow Rate Avg (scfm)	331.79	330.51	330.85	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.80	869.70	507.10	
Distance (miles)	3.578	3.828	3.586	
Bag Analysis Time (secs)	879.2	1106.9	161.0	

CISD

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-006

Vehicle ID: P121RXX-0014

Test Information

Test Date: 4/20/2011

Key Start: 14:25:27

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Config #: 00

Transmission: AUTO

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Shift Schedule: A09980011

Calculation Method: Gasoline

Beginning Odometer: 089464.0 MI

Pretest Remarks:

Drive Schedule: hwfet_hwfet



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	7.235	128.840	2.342	1.676	3.050	
Ambient	3.096	0.000	0.014	0.045	1.893	
Net Concentration	4.529	128.840	2.330	1.637	1.395	2.934

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.030	1.720	0.046	343.5	0.011	0.019	25.774

Fuel Economy

Gasoline MPG

Phase 1 25.71

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 4.57

EPA Set Co B: -0.0872

EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-006

Vehicle ID: P121RXX-0014

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.307	17.638	0.476	3521.9	0.109	0.199	1.143

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.98			
Avg Cell Temp (degF)	74.76			
Dew Point (degF)	49.25			
Specific Humidity (grains/lbm)	53.75			
NOx Corr Factor	0.9092			
CO2 Dilution Factor	7.931			
CFV Vmix (scf @68F)	4152.27			
CVS Flow Rate Avg (scfm)	325.63			

Fan Placement: One Fan - Up - Front

Phase Time (secs)	765.10
Distance (miles)	10.253
Bag Analysis Time (secs)	144.8

C15D
CVS

NVFEL Laboratory Test Data
Final Laboratory Test Results

Test Number: 2011-0131-007

Vehicle ID: P121RXX-0014

Test Information



Test Date: 4/20/2011

Key Start: 15:09:58

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 90 US06 (us06warmup_us06)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980041

Beginning Odometer: 089485.0 MI

Drive Schedule: us06_us06

Bag Data

Phase 1

	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>
	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)
Sample	20.330	730.040	4.348	1.488	5.966	
Ambient	3.056	0.301	0.018	0.043	1.901	
Net Concentration	17.631	729.774	4.333	1.449	4.286	12.732

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.200	16.687	0.147	520.8	0.056	0.144	16.297

Fuel Economy

Gasoline MPG

Phase 1 16.26

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 4.57

EPA Set Co B: -0.0872

EPA Set Co C: 0.02927

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0131-007

Vehicle ID: P121RXX-0014

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	1.596	133.418	1.178	4164.1	0.449	1.153	1.143

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.00			
Avg Cell Temp (degF)	74.42			
Dew Point (degF)	48.81			
Specific Humidity (grains/lbm)	52.83			
NOx Corr Factor	0.9056			
CO2 Dilution Factor	8.574			
CFV Vmix (scf @68F)	5545.08			
CVS Flow Rate Avg (scfm)	552.76			

Fan Placement: USO6 Only - One Large Fan - Up - Front

Phase Time (secs)	601.90
Distance (miles)	7.995
Bag Analysis Time (secs)	154.9

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;richard.thomas@vw.com[];
ichard.thomas@vw.com[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William"
[William.Rodgers@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 4/22/2011 6:52:24 PM
Subject: Re: CADXT03.23UC fee payment

I forwarded it to Richard. Bill did receive an Audi payment but it didn't have the full group name on it and no fee form.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 04/22/2011 02:42 PM
Subject: CADXT03.23UC fee payment

No record of receiving payment yet. I couldn't find a copy of the Fee payment form in the Part 1 either. I can't go to Bill without the payment form. Was it paid very recently ?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Fri 4/22/2011 6:54:40 PM
Subject: RE: CADXT03.23UC fee payment
CertFee CADXT03.23UC.pdf

Hello Jim,

I have attached the fee filing form for this test group. I will have Bill Rodgers (he's not in today) upload a revised application with the form included on Monday.

The form was submitted on 7-Apr-11. The money transfers are done on Thursdays and that was three Thursdays ago.

I'll have to make sure my replacements are using an application checklist to make sure they get it right the first time.

Sorry for the confusion.

Bob Hart

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Friday, April 22, 2011 2:43 PM
To: Rodgers, William
Cc: Hart, Robert (VWoA)
Subject: CADXT03.23UC fee payment

No record of receiving payment yet. I couldn't find a copy of the Fee payment form in the Part 1 either. I can't go to Bill without the payment form. Was it paid very recently ?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2011

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48309

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$33,974) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$17,255) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$34,452) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$55,252) |

EPA standard engine family or test group or
HDV Evaporative family name:

C	A	D	X	T	0	3	.	2	3	U	C
---	---	---	---	---	---	---	---	---	---	---	---

Amount paid (U.S. Funds Only):

\$ 33,974.00

Enter the check number, or the statement "EFT/WIRE" or "EFT/ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/engines covered: _____
Aggregate retail sales price of the vehicles/engines: \$ _____ x 1% = \$ _____
Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

Company Representative: Richard E. Thomas

Signature:

Title: Emission Cert Strategist Phone/Fax: 248 754 4213 / 248 754 4207 Date: 4 / 7 / 2011

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
(2) Send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **EFT/Wire payments** to the New York Federal Reserve Bank. (See Instructions, p.2)
(4) Transmit offline **EFT/ACH payments** to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
(5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov.
Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2012

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Willem VandenBroek/OU=AA/O=USEPA/C=US
Sent: Mon 4/25/2011 11:11:33 AM
Subject: Re: Fw: CADXT03.23UC fee payment

Notwithstanding, EPA had not received this form on April 7 or any other date.

EPA has one unobligated ACH payment from Volkswagen, processed on April 15, for \$135,896 = 4 x \$33,974 LDV certification fees. I will take this family out of that payment. We have not received forms indicating Volkswagen's intentions for the remainder of this payment.

Bill Vanden Broek
MVECP Fees
734-214-4468

From: Jim Snyder/AA/USEPA/US
To: Willem VandenBroek/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 04/22/2011 03:11 PM
Subject: Fw: CADXT03.23UC fee payment

Thanks Bob.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 04/22/2011 03:10 PM -----

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/22/2011 02:54 PM
Subject: RE: CADXT03.23UC fee payment

Hello Jim,

I have attached the fee filing form for this test group. I will have Bill Rodgers (he's not in today) upload a revised application with the form included on Monday.

The form was submitted on 7-Apr-11. The money transfers are done on Thursdays and that was three Thursdays ago.

I'll have to make sure my replacements are using an application checklist to make sure they get it right the first time.

Sorry for the confusion.

Bob Hart

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Friday, April 22, 2011 2:43 PM
To: Rodgers, William
Cc: Hart, Robert (VWoA)
Subject: CADXT03.23UC fee payment

No record of receiving payment yet. I couldn't find a copy of the Fee payment form in the Part 1 either. I can't go to Bill without the payment form. Was it paid very recently ?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov[attachment "CertFee_CADXT03.23UC.pdf" deleted by Willem VandenBroek/AA/USEPA/US]

To: Fees@EPA[]
Cc: Willem VandenBroek/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA;"Rodgers, William" [William.Rodgers@vw.com]; im Snyder/AA/USEPA/US@EPA;"Rodgers, William" [William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Thomas, Richard (EEO)"
Sent: Mon 4/25/2011 11:12:21 AM
Subject: 3 Audi - One Volkswagen Certification Fee Filing Forms
[2012 three Audi TG Cert Fee Filing forms to EPA.pdf](#)
[2012 EPA Cert Fees CVWXV02.0U5N to EPA.pdf](#)
Richard.Thomas@VW.com

Please find attached the certification fee filing forms for three Audi test groups, and one Volkswagen test group. These fees were processed/paid, on the Volkswagen end, on April 15, 2011.

If there are any questions please contact me directly.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2011

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48309

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$33,974) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$17,255) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$34,452) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$55,252) |

EPA standard engine family or test group or
HDV Evaporative family name:

C	A	D	X	T	0	3	.	2	3	U	C
---	---	---	---	---	---	---	---	---	---	---	---

Amount paid (U.S. Funds Only):

\$ 33,974.00

Enter the check number, or the statement "EFT/WIRE" or "EFT/ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/engines covered: _____
Aggregate retail sales price of the vehicles/engines: \$ _____ x 1% = \$ _____
Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

Ex. 6

Company Representative: Richard E. Thomas

Signature: _____

Title: Emission Cert Strategist Phone/Fax: 248 754 4213 / 248 754 4207 Date: 4 / 7 / 2011

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
(2) Send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **EFT/Wire payments** to the New York Federal Reserve Bank. (See Instructions, p.2)
(4) Transmit offline **EFT/ACH payments** to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
(5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov.
Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2012



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM
FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2011**

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48309

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$33,974) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$17,255) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$34,452) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$55,252) |

EPA standard engine family or test group or
HDV Evaporative family name:

C	A	D	X	V	0	4	.	2	3	6	5
---	---	---	---	---	---	---	---	---	---	---	---

Amount paid (U.S. Funds Only):

\$ 33,974.00

Enter the check number, or the statement "EFT/WIRE" or "EFT/ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/engines covered: _____

Aggregate retail sales price of the vehicles/engines: \$ _____ x 1% = \$ _____

Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

Ex. 6

Company Representative: Richard E. Thomas

Signature: _____

Title: Emission Cert Strategist Phone/Fax: 248 754 4213 / 248 754 4207 Date: 4 / 7 / 2011

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
(2) Send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **EFT/Wire payments** to the New York Federal Reserve Bank. (See Instructions, p.2)
(4) Transmit offline **EFT/ACH payments** to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
(5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov.
Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2012



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2011

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48309

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$33,974) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$17,255) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$34,452) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$55,252) |

EPA standard engine family or test group or
HDV Evaporative family name:

C	A	D	X	V	0	4	.	2	3	7	5
---	---	---	---	---	---	---	---	---	---	---	---

Amount paid (U.S. Funds Only):

\$ 33,974.00

Enter the check number, or the statement "EFT/WIRE" or "EFT/ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/engines covered: _____
Aggregate retail sales price of the vehicles/engines: \$ _____ x 1% = \$ _____
Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

Ex. 6

Company Representative: Richard E. Thomas

Signature: _____

Title: Emission Cert Strategist Phone/Fax: 248 754 4213 / 248 754 4207 Date: 4 / 7 / 2011

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: Forms may be found and submitted with or without payments online at www.Pay.gov.
(2) Send checks and this form to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline EFT/Wire payments to the New York Federal Reserve Bank. (See Instructions, p.2)
(4) Transmit offline EFT/ACH payments to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
(5) Forms not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov.
Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2012



**U.S. ENVIRONMENTAL PROTECTION AGENCY
MOTOR VEHICLE AND ENGINE COMPLIANCE PROGRAM
ON-HIGHWAY FEE FILING FORM**

FOR CERTIFICATION APPLICATIONS RECEIVED IN CALENDAR YEAR 2011

Manufacturer Name VOLKSWAGEN Group of America, Inc.

Address 3800 Hamlin Road

City/State/Zip Code/Country Auburn Hills, MI 48309

On-Highway Certification Request Type (check one)

- | | |
|--|---|
| <input checked="" type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) FEDERAL (\$33,974) | <input type="checkbox"/> HDV EVAP-ONLY (\$511) |
| <input type="checkbox"/> LDV/LDT/MDPV/HDV (Chassis cert) CAL-ONLY (\$17,255) | <input type="checkbox"/> HDE CALIF-ONLY (\$511) |
| <input type="checkbox"/> HDE (Engine Dyno cert) FEDERAL (\$34,452) | <input type="checkbox"/> MOTORCYCLE (\$1,210) |
| | <input type="checkbox"/> LD/MDPV/HDV ICI (\$55,252) |

EPA standard engine family or test group or
HDV Evaporative family name:

C	V	W	X	V	0	2	.	0	U	5	N
---	---	---	---	---	---	---	---	---	---	---	---

Amount paid (U.S. Funds Only):

\$ 33,974.00

Enter the check number, or the statement "EFT/WIRE" or "EFT/ACH":

EFT

Reduced Fee Section (40 CFR §1027.120)

Reduced fee calculation (minimum initial payment \$750): Total number of vehicles/engines covered: _____

Aggregate retail sales price of the vehicles/engines: \$ _____ x 1% = \$ _____

Check box if an Independent Commercial Importer: ☐ List the VIN of imported vehicles/engines below:

Ex. 6

Company Representative: Richard E. Thomas

Signature: _____

Title: Emission Cert Strategist Phone/Fax: 248 754 4213 / 248 754 4207 Date: 4 / 7 / 2011

E-mail Address: Richard.Thomas@VW.com

Submission of payments and forms:

- (1) Online: **Forms** may be found and submitted with or without **payments** online at www.Pay.gov.
(2) Send **checks** and this **form** to:

**Environmental Protection Agency
Motor Vehicle and Engine Compliance Program
P.O. Box 979032
St. Louis, MO 63197-9000**

- (3) Transmit offline **EFT/Wire payments** to the New York Federal Reserve Bank. (See Instructions, p.2)
(4) Transmit offline **EFT/ACH payments** to the Federal Reserve Bank of Cleveland. (Instructions, p.2)
(5) **Forms** not submitted under (1) and (2) above can be sent as email attachments to Fees@epa.gov.
Forms and payments sent in ways other than the above may be delayed or ineffective. See the Instructions for sending checks and forms by private mail service (e.g., Federal Express).

The public reporting and recordkeeping burden for this collection of information is estimated to average 18 minutes per response. Send comments on EPA's need for this information, the accuracy of the provided burden estimate, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques, to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., N.W., Washington, D.C. 20460. Include the OMB control number in any correspondence. Do not send the completed Form 3520-29 to this address.

This form expires: 1/1/2012

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 4/27/2011 3:24:53 PM
Subject: VW Group - VID: C3UK-AMQ Decision/Supplemental information
william.rodgers@vw.com

Hello Jim,

I submitted a correction to the Decision Information input for Audi test group: CADXV02.53UK, VID: C3UK-AMQ, requesting that the vehicle be delivered to EPA on May 23rd and hopefully tested on May 25th to coincide with the already scheduled Audi Q7 tests that week.

In addition, I submitted the Supplemental Information for this vehicle with Shift Schedule ID's for filler-only purposes, as noted in the comments section. The correct (new) Manual 6-speed shift schedules are being preparing and will be uploaded in the near future, prior to the test date.

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\ _ /o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 4/27/2011 5:39:52 PM
Subject: VW Group - Test Question
[image001.gif](#)

Hi Jim,

Is the diesel US06 testing to be performed on this vehicle intended to be both (test type 90) one bag tests for particulate measurement, or did you mean one test to be a (test type 89) two bag?

Thanks,

Bill

From:
Verify Administrator

Subject:
Vehicle selected for Test B3UG-TAQ, Supplemental Information needed

Date:
Fri 4/22/2011 1:52 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: ADX Vehicle ID: B3UG-TAQ Vehicle Configuration: 0 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 2 - CVS 75 and later (w/o can. load) 19 - Cert Diesel 7-15 ppm Sulfur 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 3 - HWFE 19 - Cert Diesel 7-15 ppm Sulfur

Vehicle ID: B3UG-TAQ

Vehicle Configuration #: 0

Test Group Name: CADXT03.03UG

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 4/27/2011 8:25:42 PM
Subject: Re: VW Group - Test Question
([embedded image](#))

I scheduled both a 2bag and a 1bag US06. On my side of Verify, they are both shown as code 90 but one will change to 89 in the lab's system.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 04/27/2011 01:39 PM
Subject: VW Group - Test Question

Hi Jim,
Is the diesel US06 testing to be performed on this vehicle intended to be both (test type 90) one bag tests for particulate measurement, or did you mean one test to be a (test type 89) two bag?
Thanks,
Bill

From: Verify Administrator
Subject: Vehicle selected for Test B3UG-TAQ, Supplemental Information needed
Date: Fri 4/22/2011 1:52 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:
Manufacturer: ADX Vehicle ID: B3UG-TAQ Vehicle Configuration: 0 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 2 - CVS 75 and later (w/o can. load) 19 - Cert Diesel 7-15 ppm Sulfur 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 3 - HWFE 19 - Cert Diesel 7-15 ppm Sulfur

Vehicle ID: B3UG-TAQ
Vehicle Configuration #: 0
Test Group Name: CADXT03.03UG

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 4/28/2011 11:57:40 AM
Subject: RE: VW Group - Test Question
[image001.gif](#)

Thanks Jim.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, April 27, 2011 4:26 PM
To: Rodgers, William
Subject: Re: VW Group - Test Question

I scheduled both a 2bag and a 1bag US06. On my side of Verify, they are both shown as code 90 but one will change to 89 in the lab's system.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Rodgers, William" <William.Rodgers@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
04/27/2011 01:39 PM

Subject:
VW Group - Test Question

Hi Jim,
Is the diesel US06 testing to be performed on this vehicle intended to be both (test type 90) one bag tests

for particulate measurement, or did you mean one test to be a (test type 89) two bag?

Thanks,
Bill

From:

Verify Administrator

Subject:

Vehicle selected for Test B3UG-TAQ, Supplemental Information needed

Date:

Fri 4/22/2011 1:52 PM

Your recent submission has been selected by the EPA for Confirmatory Testing for the following vehicle:

Manufacturer: ADX Vehicle ID: B3UG-TAQ Vehicle Configuration: 0 Please submit your supplemental information as soon as possible so that the EPA can schedule a test date. Below are the specific tests that will be run: 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 2 - CVS 75 and later (w/o can. load) 19 - Cert Diesel 7-15 ppm Sulfur 90 - US06 19 - Cert Diesel 7-15 ppm Sulfur 3 - HWFE 19 - Cert Diesel 7-15 ppm Sulfur

Vehicle ID: B3UG-TAQ

Vehicle Configuration #: 0

Test Group Name: CADXT03.03UG

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Fri 4/29/2011 1:21:50 PM
Subject: VW Group - Certification Requests for ADX_2UG and ADX_3UG
william.rodgers@vw.com

Hi Jim,

I have uploaded Initial applications and certification requests for the following test groups for your review and approval:

CADXT03.02UG – VW Touareg TDI (LDT3)

This is a carryover from 2011 model year with no changes. VW group has agreed to pay penalties for two of the four OBD deficiencies described in the OBD approval letter found in the application.

CADXT03.03UG – Audi Q7 TDI (LDT4)

This is a carryover test group with new tests for 2012. VW group has agreed to pay penalties for two of the four OBD deficiencies described in the OBD approval letter found in the application.

A conditional certificate is requested pending EPA confirmatory testing scheduled for the related VID B3UG-TAQ.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 4/29/2011 9:41:27 PM
Subject: re: 2012 FE Guide data for web posting on May 23, 2011 - Please review & let EPA know after the Verify data is error free and ready for posting on www.fueleconomy.gov
[VW-2012 FE Guide.zip](#)

Richard,

Attached are Excel Spreadsheets for each manufacturer which you are handling.

The spreadsheet(s) are encrypted & password protected. I'll call you with the password---or you can call me at 734-214-4450 to get the password.

The spreadsheet(s) contain all the 2012 FE label data from EPA's Verify data base as of April 26, 2011. Please review the attached data for errors (including my comments in the first column) and make the appropriate corrections in Verify. Please double check any new FE Labels which you input into Verify (not listed in this spreadsheet) to make sure they are error free. Any corrections should be made directly in the EPA Verify database. [Do not correct the spreadsheet and send it back.] I am forwarding the schedule for the May, 2011 release and some "reminders" for your convenience.

The models highlighted in green fill (if any) contain errors and will not be sent to DOE for web posting unless the errors are corrected.

The last date to make changes for the web posting is May 11, 2011. EPA will review the data on May 12 and forward it to DOE on (or before) May 18 for posting on the web on May 23, 2011.

Please let me know when you have made all corrections, entered any new labels into Verify and everything is "good to go."

Thanks

----- Forwarded by David Good/AA/USEPA/US on 04/29/2011 04:53 PM -----

From: David Good/AA/USEPA/US
To: Auto Manufacturer FE Label personnel
Cc:
Date: 04/26/2011 01:55 PM
Subject: Fw: 2012 FE Guide - Schedule for May, 2011 web release on www.fueleconomy.gov [Revised schedule attached]

To manufacturers,

I revised the implementation schedule slightly for the May 2011 release of the 2012 FE Guide on www.fueleconomy.gov.

Since EPA's contractor will be deploying Verify Release 3 changes on May 13, 2011, the revised schedule will make it easier for manufacturers to enter data and make corrections to Verify. It will also make it easier for EPA review the 2012 FE Guide data in Verify. The new schedule makes the following changes:

The last day for manufacturers to make corrections will now be May 11 (instead of May 16);
EPA will perform the FE Guide Verify query (for EPA review) on May 12 (instead of May 17).

The revised schedule is as follows:

Date	Action
Apr 26 (Tues)	EPA Verify staff performs 2012 FE Guide Verify query (separated by mfr, etc) for EPA review
Apr 27 (Wed)	EPA sends FE Guide data to manufacturers for review & corrections; also sends prelim data to DOE
Apr 28-May 11	Mfrs review & make corrections
May 11 (Wed)	Last day for manufacturers to make corrections and add new data
May 12 (Thur)	EPA Verify staff performs 2012 FE Guide Verify query for EPA review
May 18 (Wed)	EPA sends final data to DOE
May 23 (Mon)	DOE publishes 2012 FE Guide data on web

If you have any questions, feel free to give your team member or me a call or send us an email message. I'm at 734-214-4450.

Regards

Reminders:

FE Labels with errors won't be posted on the web: FE Labels with errors (which are not corrected in EPA's Verify data base by May 11, 2011) will not be sent to DOE for posting on www.fueleconomy.gov. For example, FE Labels will not be sent to DOE for posting on www.fueleconomy.gov if they contain errors in the unadjusted combined fuel economy value; errors in the adjusted city, highway or combined fuel economy value; missing interior volume/cargo volume information (required for passenger cars only--except not required for 2-seater vehicles); duplicate entries, etc.

Release date for 2011 Labels: Please be sure that the release date is correct in EPA's Verify data base. For the May release, we will post FE Labels on the web which have a release date of May 23, 2011 and earlier.

2WD SUV Classification: As outlined on page 6 of EPA guidance letter CISC-10-14, Aug 5, 2010, when labeling 2WD SUVs, please continue to use the same vehicle classification category as in past model years (even though 2WD SUVs equal to or less than 6000 lbs GVWR will be included in 2011 and 2012 passenger car CAFE's). Similar to EPA policy for 2011 model year vehicles, EPA will require 2012 and later model year 2WD SUVs to continue to be included in the 2WD SUV comparable class for fuel economy labeling purposes, based on the provisions of 40 CFR 600.315-08(a)(1) and 600.315-08(a)(2) as revised in 74 FR 61537, November 25, 2009.

Fuel Costs: New 2012 fuel costs will be provided to manufacturers in a future EPA guidance letter. Until the 2012 model year fuel costs are provided, manufacturers should continue to use the 2011 model year fuel costs provided in EPA guidance letter CISC-10-14. Please contact Bob Peavyhouse (734-214-4814 or by email) or me if you need a fuel cost for LPG or Hydrogen.

Range of comparable vehicles: Until the 2012 ranges (for the various classes of vehicles) are provided in a future EPA guidance letter, manufacturers should continue to use the 2011 model year ranges provided in CISC-10-19, Sept 13, 2010 (except if a model exceeds the 2011 range values, the manufacturer should extend the range appropriately); ref 40 CFR 600.306-08(b)(1).

If you have any questions, feel free to give your team member or me a call or send us an email message. I'm at

734-214-4450.

Regards

To: "Berenz, Sebastian (Sebastian.Berenz@vw.com)" [Sebastian.Berenz@vw.com];
matthias.barke@vw.com" [matthias.barke@vw.com]
Cc: Joel Ball/AA/USEPA/US@EPA[]
From: Ex. 7 @ARB"
Sent: Mon 5/2/2011 8:48:49 PM
Subject: Volkswagen lab audit
Lab Audit 4 29 11.pdf

Sebastian, Matthias

Attached you will find a copy of the lab audit in Westlake Village.

Thank you

Ex. 7

California Environmental Protection Agency

Air Resources Board

In-Use Compliance Section

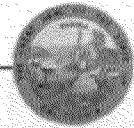
626-459-4404



Linda S. Adams
Acting Secretary for
Environmental Protection

Air Resources Board

Mary D. Nichols, Chairman
9480 Telstar Avenue, Suite 4
El Monte, California 91731 • www.arb.ca.gov



Edmond G. Brown Jr.
Governor

TO:

Ex. 7

FROM:

Ex. 7

DATE: April 29, 2011

SUBJECT: Volkswagen of America IUVP AUDIT – MARCH 22, 2011

As part of the ongoing In-Use Verification Program (IUVP), staff from the ARB In-Use Compliance Section completed the annual audit at the Volkswagen of America's (VW) emissions laboratory located in Westlake Village, California. The audit is conducted to verify that VW observes the required procedures and methods for procuring and testing vehicles for the IUVP as defined by the California Code of Regulations, Title 13, Section §1961(d), and the Code of Federal Regulations 40 Part §86.1845.

Laboratory Inspection

ARB staff utilized a selection of National Institute of Standards and Technology (NIST) gases to verify that VW's exhaust sampling analyzers and Sealed Housing for Evaporative Determination (SHED) meet the required two percent tolerance between the analyzer detected gas concentration to the injected NIST gas concentration. As shown in Attachment I, the exhaust analyzers in VW's test Cell A, (utilized for testing gasoline fueled vehicles) test cell D, (utilized for testing diesel and gasoline fueled vehicles), and SHED hydrocarbon analyzer were within the required limit.

ARB staff witnessed an IUVP test vehicle undergoing a dynamometer preconditioning cycle followed by a drain and fill sequence of the test vehicle's fuel. These laboratory practices were deemed acceptable.

ARB staff reviewed the calibration and maintenance records for the analyzers and dynamometers that had been generated during the past year. These records were

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our website:
<http://www.arb.ca.gov>.

California Environmental Protection Agency

up-to-date and in good order. Also, the annual calibrations for the temperature monitoring system, the Critical Flow Orifice kit, gas divider, and the fuel totalizer were up-to-date.

Procurement

ARB staff also looked at several random test packets of IUVP test vehicles (i.e., vehicles tested within the last 12 months) reviewing the various emissions reports and procurement information. Each IUVP test packet was found in good order.

cc: Matthias Barke, Volkswagen of America
Sebastian Bernez, Volkswagen of America
Joel Ball, U. S. EPA

Attachments:

- VW Gas Analyzer Audit Results (Attachment I)

Attachment I

VW Gas Analyzer Audit Results

Test Cell A								
Gas	Range	ppm	Cylinder Value	Reading	% Diff	Cylinder #	Analytical Bench	Pass/Fail
NOx	25	ppm	19.330	19.08	-1.293	FF31622	A	pass
HC	10	ppm	0.770	0.783	1.688	CLM01040	A	pass
HC	30	ppm	8.646	8.648	0.023	FF28520	A	pass
CH4	10	ppm	1.079	1.088	0.834	XF0001153	A	pass
CH4	50	ppm	9.510	9.532	0.231	CC88008	A	pass
CO	25	ppm	9.825	9.792	-0.336	CAL015287	A	pass
CO	100	ppm	49.070	49.08	0.020	CAL016972	A	pass
CO2	2	%	0.971	0.9663	-0.484	CAL01362	A	pass
Test Cell D								
Gas	Range	ppm	Cylinder Value	Reading	% Diff	Cylinder #	Analytical Bench	Pass/Fail
NOx	25	ppm	19.330	19.016	-1.624	FF31622	D	pass
NOx	25	ppm	9.360	9.435	0.909	CC168220	D	pass
HC	10	ppm	0.770	0.779	1.169	CLM01040	D	pass
HC	30	ppm	8.646	8.694	0.555	FF28520	D	pass
HC	90	ppm	29.649	29.675	0.088	CAL017733	D	pass
CH4	10	ppm	1.079	1.075	-0.371	XF0001153	D	pass
CH4	50	ppm	9.500	9.535	0.368	CC88008	D	pass
CO	25	ppm	9.825	9.75	-0.763	CAL015287	D	pass
CO	100	ppm	49.070	48.97	-0.204	CAL016972	D	pass
CO2	2	%	0.971	0.9703	-0.072	CAL01362	D	pass
SHED								
HC	10	ppm	8.646	8.55	-1.110	FF28520	Shed	pass
HC	50	ppm	29.649	29.43	-0.739	CAL017733	Shed	pass

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Fri 5/6/2011 11:58:57 AM
Subject: VW Group - Certificate Request for carryover test group CVWXT03.0HEV

Hello Jim,

We have submitted application documents and a certificate request for test group CVWXT03.0HEV (Touareg Hybrid).

Please note this is a carryover test group with no new models or tests.

Best Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Mon 5/9/2011 6:29:07 PM
Subject: 2012 Volkswagen and Audi Fuel Economy Labels

Hello Bob;

I understand that Dave: Ex. 6 this week, however he said that you may be able to process the query program so that any fixes I did and any new labels would be added to the first edition of the web site fuel economy guide.

After Dave's report from late Friday, I fixed problems with model index VWX026, 027 and 028 this morning and added new Volkswagen indexes VWX022, 023, 024, 025, 44, 45, 46 and two Audi indexes ADX040 and 041.

If you have any questions, or if I should direct this to someone else, please call.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]; Kissling, Karlheinz (N/EA-521)" [Karlheinz.Kissling@AUDI.DE]
From: "Rodgers, William"
Sent: Tue 5/10/2011 11:41:31 AM
Subject: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated
[image001.gif](#)
william.rodgers@vw.com

Hello Jim,

We have updated the Supplemental Information for the follow vehicle to include all new manual transmission shift schedules. This vehicle is schedule for confirmatory testing no May 25th. Please be sure your lab receives this new information prior to testing.

From:
Verify Administrator

Subject:
Supplemental Information received

Date:
Tue 5/10/2011 7:31 AM

Your recent Supplemental Information submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message.

The following is a summary of the processing report:

Total Datasets Submitted: 1
Accepted Datasets: 1
Rejected Datasets: 0

Vehicle ID: C3UK-AMQ

Vehicle Configuration #: 0

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o _ l _ /o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/10/2011 8:17:35 PM
Subject: Re: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated
william.rodgers@vw.com
(embedded image)

I asked the lab to let me know if it looks okay on their side.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>, "Kissling, Karlheinz (N/EA-521)" <Karlheinz.Kissling@AUDI.DE>
Date: 05/10/2011 07:43 AM
Subject: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated

Hello Jim,
We have updated the Supplemental Information for the follow vehicle to include all new manual transmission shift schedules. This vehicle is schedule for confirmatory testing no May 25th. Please be sure your lab receives this new information prior to testing.

From: Verify Administrator
Subject: Supplemental Information received
Date: Tue 5/10/2011 7:31 AM

Your recent Supplemental Information submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message.

The following is a summary of the processing report:

Total Datasets Submitted: 1

Accepted Datasets: 1
Rejected Datasets: 0

Vehicle ID: C3UK-AMQ
Vehicle Configuration #: 0

Thanks,
Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: "Hennard, Mike" [mike.hennard@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Fri 5/13/2011 7:46:57 PM
Subject: Re: EPA Questions - Secondary Air Pump replacements
mike.hennard@vw.com

Thanks, Mike.

I'll pass the info along.

Have a good weekend.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Hennard, Mike" <mike.hennard@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Cc: "Kohnen, Christoph (VWGoA)" <christoph.kohnen@vw.com>
Date: 05/13/2011 03:23 PM
Subject: EPA Questions - Secondary Air Pump replacements

Lynn:

During our meeting this last week, EPA staff had requested additional data from EPA Report – 2011/04/27 regarding MY 2007 and 2008 secondary air pumps assembled on VW New Beetle model vehicles.

EPA Request / VWGoA Response :

Number and percentage of population replaced secondary air pump)?

MY2007= 1007 warranty claims at 1.07% of vehicle population
MY 2008=1279 claims at 1.62% of vehicle population

Average price per claim (replace secondary air pump)?

\$400.00

I hope this answers your earlier questions.

Michael Hennard
Manager - Emissions Compliance EEO

Volkswagen Group of America

3800 Hamlin Road
Auburn Hills, MI 48326

Telephone Number: 248 754 4202
Fax: 248 754 4207
mike.hennard@vw.com

To: Joel Ball/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 5/17/2011 12:39:13 PM
Subject: VWGoA IUVP question
sebastian.berenz@vw.com

Hello Mr. Ball,

Like recently discussed, I have problems to find one specific car out of one of our test groups in the high mileage program for MY2006 with the right mileage requirement.

- Test group: 6AD XV04.2345
- Emission standard: LEV I - LEV / InT2 - Bin 9
- Engine: 4.2L / V8 335 hp
- Carlines: Audi S4 / S4 Avant/Audi A6 quattro/VW Phaeton/Audi A8 /
A8L/Audi S4 Cabriolet
- Sold cars for test group: 10175

The problem is that we have two EVAP families in this test group. One of them is for the VW Phaeton and we only sold 118 cars all over the US.

The only car that I can find has 42.000 mi on it and the requirement is 50.000 mi.

It would be great if you can approve this car for our program.

If you have any questions please let me know.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Wed 5/18/2011 6:33:27 PM
Subject: Problem with Verify that requires EPA permission to correct.

Hello Jim,

The Verify Helpdesk said to inform you of this so that someone at the EPA can give them permission to check/correct this issue.

When we submit either HWFET or SC03 tests to the Verify System we get the following business rule as an error message for the submission.

Transaction Message Text : LD-CTD-TI-BR049a - If Test Results with Test Result/Emission Name (TI-19) equal to 'FE BAG 1' (Bag 1 Fuel Economy) is submitted then Test Results with Test Result/Emission Name (TI-19) equal to 'FE BAG 2' (Bag 2 Fuel Economy) must also be submitted

Both the HWFET or SC03 tests are one bag tests. The business rule is asking for the 'FE BAG 2' results. There are no BAG 2 results to submit for either of these tests.

Based on this and some of the other problems we are having, I would have to say that someone pulled the trigger to launch this new module before it was fully tested.

I would have liked to participate in the testing, but my login for the test environment was messed up and was not fixed by the time the testing ended.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: []
From: CN=Sandra Somoza/OU=AA/O=USEPA/C=US
Sent: Wed 5/18/2011 7:18:20 PM
Subject: Re: Fw: Problem with Verify that requires EPA permission to correct.

Bob,

What helpdesk number did you call and who did you talk too?

Sandra Somoza
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
Compliance and Innovative Strategies Division
734 214-4704
somoza.sandra@epa.gov

From: Jim Snyder/AA/USEPA/US
To: Sandra Somoza/AA/USEPA/US@EPA
Date: 05/18/2011 02:52 PM
Subject: Fw: Problem with Verify that requires EPA permission to correct.

Sandra, It looks like Bob found a glitch in the new release. Who should I pass this on to?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 05/18/2011 02:50 PM -----

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/18/2011 02:34 PM
Subject: Problem with Verify that requires EPA permission to correct.

Hello Jim,

The Verify Helpdesk said to inform you of this so that someone at the EPA can give them permission to check/correct this issue.

When we submit either HWFET or SC03 tests to the Verify System we get the following business rule as an error message for the submission.

Transaction Message Text : LD-CTD-TI-BR049a - If Test Results with Test Result/Emission Name (TI-19)

equal to 'FE BAG 1' (Bag 1 Fuel Economy) is submitted then Test Results with Test Result/Emission Name (TI-19) equal to 'FE BAG 2' (Bag 2 Fuel Economy) must also be submitted

Both the HWFET or SC03 tests are one bag tests. The business rule is asking for the 'FE BAG 2' results. There are no BAG 2 results to submit for either of these tests.

Based on this and some of the other problems we are having, I would have to say that someone pulled the trigger to launch this new module before it was fully tested.

I would have liked to participate in the testing, but my login for the test environment was messed up and was not fixed by the time the testing ended.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Robert Hart" [Robert.Hart@vw.com]; erifyHelp@csc.com[]
Cc: CN=Sandra Somoza/OU=AA/O=USEPA/C=US@EPA;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Richard Thomas" [Richard.Thomas@VW.Com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Richard Thomas" [Richard.Thomas@VW.Com]; Richard Thomas" [Richard.Thomas@VW.Com]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Wed 5/18/2011 7:33:02 PM
Subject: Re: Fw: Problem with Verify that requires EPA permission to correct.

Bob / Verify Help,

The fuel economy results for the entire "Test" belong in a test result field named "MFR FE". Volkswagen has previously put them in the "FE BAG 1" results (incorrectly). Over the last year I have had Richard Thomas go back and resubmit several tests to move them to the "MFR FE" field. As you mentioned, this applies to both highway and SC03 tests.

"FE BAG 1" should only be used in cases where there are multiple bags, so "FE BAG 1" will not be accepted unless "FE BAG 2" is also present.

Likewise, "FE BAG3" will only be accepted if both "FE BAG 1" and "FE BAG2" are present, etc.

In the case where there are multiple bags, the fuel economy for the entire "Test" should also be present in "MFR FE".

To help Richard out on several occasions in the past, I have made special provisions in the fuel economy calculations (specific for VW) to pull the fuel economy out of that field if "MFR FE" was left blank and BAG 2 was left blank. This was only to avoid him having to go back and resubmit all of the highway and SC03 tests. I am trying to avoid having to do custom fixes whenever possible. Our contractor will be implementing the fuel economy calculations in the near future, and this business rule is intended to avoid them having to implement similar provisions when they perform the calculations.

The business rule is working as intended. Please enter the "Test" fuel economy results in "MFR FE".

Additional note: The litmus calculations are now performed by Verify. They require that "Verify Calculated Rounded Adjusted Fuel Economy" be calculated and stored for the FTP (75 degree), highway, and SC03 tests. They have always been calculated for the FTP and highway. Any SC03 test submitted before this deployment of the database may have to be resubmitted in order to get Verify to calculate this result. So you may need to resubmit some of your SC03 tests anyway. (Only the ones referenced as the "Official SC03 Test Number" in your test group submission)

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: Sandra Somoza/AA/USEPA/US
To: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 05/18/2011 02:55 PM
Subject: Fw: Problem with Verify that requires EPA permission to correct.

Bob,

Can you look into the error below? Is this one of the issues we are aware of?

Sandra Somoza
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
Compliance and Innovative Strategies Division
734 214-4704
somoza.sandra@epa.gov

----- Forwarded by Sandra Somoza/AA/USEPA/US on 05/18/2011 02:55 PM -----

From: Jim Snyder/AA/USEPA/US
To: Sandra Somoza/AA/USEPA/US@EPA
Date: 05/18/2011 02:52 PM
Subject: Fw: Problem with Verify that requires EPA permission to correct.

Sandra, It looks like Bob found a glitch in the new release. Who should I pass this on to?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 05/18/2011 02:50 PM -----

From: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/18/2011 02:34 PM
Subject: Problem with Verify that requires EPA permission to correct.

Hello Jim,

The Verify Helpdesk said to inform you of this so that someone at the EPA can give them permission to check/correct this issue.

When we submit either HWFET or SC03 tests to the Verify System we get the following business rule as an error message for the submission.

Transaction Message Text : LD-CTD-TI-BR049a - If Test Results with Test Result/Emission Name (TI-19) equal to 'FE BAG 1' (Bag 1 Fuel Economy) is submitted then Test Results with Test Result/Emission Name (TI-19) equal to 'FE BAG 2' (Bag 2 Fuel Economy) must also be submitted

Both the HWFET or SC03 tests are one bag tests. The business rule is asking for the 'FE BAG 2' results. There are no BAG 2 results to submit for either of these tests.

Based on this and some of the other problems we are having, I would have to say that someone pulled the trigger to launch this new module before it was fully tested.

I would have liked to participate in the testing, but my login for the test environment was messed up and was not fixed by the time the testing ended.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA[]
Cc: []
From: CN=Todd Sherwood/OU=AA/O=USEPA/C=US
Sent: Thur 5/19/2011 1:47:31 PM
Subject: Fw: Request for Stakeholder input EV/PHEV
Request for Stakeholder input - EV-HEV 18-05-11-Final.pdf

FYI -- You mentioned yesterday that Margo wants test procedures for EV/PHEVs. The Euro Commission is just starting on developing what they would like done within the World Harmonized Light-duty Test Procedure (WLTP) global technical regulation. Note that the WLTP is meant to be a worldwide test procedure - only the US as of now is not actively participating in it's development (although Mike Olechiw was the Chair of the test procedure group until 6 months ago or so). But, while we're not actively engaged, we are attempting to follow its development and weigh-in where we think we should. To reiterate, the attached is a call for public input to the Commission to help them develop their proposal to the world harmonizing group (my point is that the end result is not a European reg that we don't care about, it's a world reg that we'll be pressured to recognize and accept from here to eternity). Something useful to us may well come out of this process, especially if we provide input and attempt to shape it. Also, remember that Karl heads the US delegation, so he has an interest in what this group does.

.....
Todd Sherwood
United States Environmental Protection Agency
2000 Traverwood, Ann Arbor, MI 48105, USA
sherwood.todd@epa.gov
+1.734.214.4405
.....

----- Forwarded by Todd Sherwood/AA/USEPA/US on 05/19/2011 09:40 AM -----

From: Robert KOK <Robert.Kok@ecorys.com>
To: Adolfo.PERUJO@ec.europa.eu, Bernardo.MARTINEZ@ec.europa.eu, Fabio.DALAN@ec.europa.eu, Fischer.Stefan@Kabelmail.de, Heinz.Steven@t-online.de, Isabelle.Verstraelen@ec.europa.eu, Jan.Cortvriend@ec.europa.eu, Joachim.D'Eugenio@ec.europa.eu, Johan.Renders@ec.europa.eu, Juergen.Wertenbach@DaimlerChrysler.com, Kamal.charafeddine@porsche.de, Klaus-Peter.Schindler@volkswagen.de, LSchulte@tuev-nord.de, Ls.ayral@clepa.be, Magnus.Lindgren@trafikverket.se, Marcus.Weinbrenner@behrgroup.com, Marion.Trute@volkswagen.de, Matthias.Stampfer@continental-corporation.com, Michael.Bender2@de.bosch.com, Mike.Greenall@NSG.com, Nikolaus.Steiningen@ec.europa.eu, OLaf.Metzler@de.opel.com, P.Laurent@clepa.be, Petter.ASMAN@ec.europa.eu, Renate.Repplinger-Hach@ec.europa.eu, Robert.Kok@ecorys.com, Robert.R.Schmidt@Daimler.com, Satu.Porsti@ec.europa.eu, Stefan.Fischer@Stoneridge.com, Susanne.Meseth@uba.de, TOSHIO_HIRATA@denso.co.jp, Thomas.Klang@volvo.com, aganguli@siam.in, aki@auth.gr, alain.e.petit@renault.com, alessandro.marotta@jrc.ec.europa.eu, alester@trl.co.uk, andreas.dindorf@de.opel.com, andreas.kemle@behrgroup.com, andrew.bianco@gov.mt, andrzej.kalina@delphi.com, ann.vereecken@mobiliteit.fgov.be, arijnders@rdw.nl, arjan.dijkhuizen@toyota-europe.com, arjan.eijk@tno.nl, arnaud.duvielguerbigny@aegpl.be, arne.richters@transportenvironment.org, ashah@sensors-inc.com, beatrice.lopez@utac.com, bernd.fusschoeller@delphi.com, bertrand.cazes@glassforeurope.com, bjorn.nyman@saab.com, camille.feyder@delphi.com, candary@autoalliance.org, carsten.nagel@audi.de, cecile.favre@aecc.eu, celine.vallaude@utac.com, chaudhari.ecl@araiindia.com, chosier@ford.com, chris.parkin@dft.gsi.gov.uk, christianna.papazahariou@shecco.com, christoph.albus@bmvs.bund.de, christophe.petitjean@valeo.com, christos.dardiotis@jrc.ec.europa.eu, chrystel.arnaud@delphi.com,

cornetti@iol.it, covadonga.astorga-llorens@jrc.ec.europa.eu, craig.mills@dft.gsi.gov.uk, cvsivikis@trl.co.uk, dheming2@jaguarlandrover.com, didier.pingal@utac.com, didier.stevens@toyota-europe.com, dirk.bosteels@aecc.be, dleveratto@oica.net, eleonore.vanhaute@figiefa.eu, erwin.kirschner@Daimler.com, erwin.segers@honda-eu.com, eva.ericsson@wspgroup.se, ewalkhed@volvocars.com, extern.stephan.hartmann@volkswagen.de, f.vanwest@fiafoundation.org, fakmadza@hyundai-europe.com, fleba@mst.dk, frank.hrzan@Daimler.com, frederic.pirali@mpsa.com, gabriele.hoffmann@uba.de, gambrozaitis@autoalliance.org, giorgio.martini@jrc.ec.europa.eu, giovanni.durbano@bafu.admin.ch, giovanni.margaria@iveco.com, hakan.johansson@vv.se, hans.hammer@audi.de, hans.nuglisch@continental-corporation.com, hausberger@vkmb.tugraz.at, hbietenb@ford.com, helge.jahn@uba.de, helmut.kraft@bmwi.bund.de, henk.baarbe@minvrom.nl, henk.j.dekker@tno.nl, hidenori.moriya@toyota-europe.com, hj.stein@Daimler.com, holdik@bast.de, horst.wagener@bmw.de, huth@duh.de, iddo@sidekickprojects.nl, ikeda@ntceb.be, imiltiadou@rtd.mcw.gov.cy, isabelle.guerin@renault.com, j-teranuma@mail.nissan.co.jp, jcsarbach@fiev.fr, jean-pierre.pochic@Daimler.com, jens.franz@Daimler.com, jirvine4@jaguarlandrover.com, joe.boote@NSG.com, john.may@aecc.be, jplaguna@mityc.es, k-brilman@sensata.com, ken.rose@concawe.org, kimihiro@senga.tec.toyota.co.jp, klaus.land@Daimler.com, klaus.martin@v2c2.at, kovacs.janos@kti.hu, krause-osloss@t-online.de, lauer@duh.de, laura.bigi@mpsa.com, lennart.erlandsson@avl.com, leveque.jean@hotmail.com, ls.ayral@clepa.be, luc.vinckx@gm.com, maite.caballero@interel.eu, marc.chasserot@shecco.com, marc.kwanten@mobilite.fgov.be, marcelo.vollmann@renault.be, marlene.maillard@faurecia.com, martin.weiss@jrc.ec.europa.eu, martin.wittenberg@logos-eu.com, matsuo-t2c2@mlit.go.jp, matteo.perotti@tin.it, matthias.jung@behrgroup.com, matthias.tappe@de.bosch.com, meretei.tamas@kti.hu, mhope1@jaguarlandrover.com, michael.angel@Daimler.com, mkenefec@jaguarlandrover.com, Ed Nam/AA/USEPA/US@EPA, narusawa@ntsel.go.jp, nick@ichikawa.tec.toyota.co.jp, nicolas.piolot@mpsa.com, oliver.eberhardt@bmu.bund.de, oliver.franken@sensors-europe.eu, ortwin.meeuws@toyota-europe.com, p.flanker@denso.nl, pbuettrich@southwalleurope.de, per.ohlund@transportstyrelsen.se, peter.nickels@volkswagen.de, peter.paulus@NSG.com, peter.satzger@bmw.de, peter.scherm@vdma.org, peter.smeds@vv.se, peter@theicct.org, pg@acea.be, pierre.bonnel@jrc.ec.europa.eu, pierre.bonnel@jrc.it, pk@acea.be, plennar1@volvocars.com, pollak.ivan@kti.hu, pollak@kti.hu, priscilla-ann.camilleri@msa.org.mt, pvdeshpande@tatamotors.com, ralf.zyprian@Stoneridge.com, raymond.petrovan@gm.com, rdelgado@idiada.com, ref-ui44@bmvs.bund.de, rm@acea.be, rob.neelissen@sensors-europe.eu, robert.falk@dft.gsi.gov.uk, robin.vermeulen@tno.nl, rolf.engelhardt@bmu.bund.de, rolf.stromberger@bmw.de, rudolf.hummel@jrc.ec.europa.eu, s-kraaijenvanger@sensata.com, satu.porsti@telenet.be, sba@cefic.be, sebastiaan.bleuanus@tno.nl, serge.ficheux@utac.com, Todd Sherwood/AA/USEPA/US@EPA, simone.hessel@saint-gobain.com, slavitsa.damjanovic@renault.com, stefan.fanning@volkswagen.de, stefan.morgenstern@bmw.de, stephan.redmann@bmvs.bund.de, stephan_bueb@de.rolandberger.com, sushilkumar@siam.in, t@k.tec.toyota.co.jp, tataka@ford.com, tbarlow@trl.co.uk, tce@jama-e.be, thanasis.mamakos@jrc.ec.europa.eu, thomas.becker@de.opel.com, thomas.king@bmw.de, thomas.naef@avw.llv.li, thomas.vercammen@honda-eu.com, thorsten.leischner@Daimler.com, tkosmehl@ford.com, tomoya_tounai@denso.co.jp, toshinari.nagai@toyota-europe.com, uwe.dausch@valeo.com, volkmar.offermann@saint-gobain.com, w.bunia@ads-insight.com, w.klanner@fiabrussels.com, wakuda@ntceb.be, werner.tober@ifa.tuwien.ac.at, william.coleman@volkswagen.de, winter@zvei.org, wmatatko@tuev-nord.de, wschmi18@ford.com, zisis@auth.gr

Cc: Robert.Kok@ecorys.com

Date: 05/19/2011 09:31 AM

Subject: Request for Stakeholder input EV/PHEV

Dear all,

On 11 May 2011, the kick-off meeting of the Commission study on type approval test procedures for electric (EV) and hybrid electric vehicles (HEV) took place in Brussels. Please find attached a Request for Stakeholder input (automotive industry and consumers) on several issues being investigated in this study (e.g. consumer requirements, technological developments, test procedures, etc.).

Kind regards,

Robert Kok



Brussels, 18 May 2011
ENTR.F1/KS D(2010)

Subject: Stakeholder Input Briefing

Dear all,

On 11 May 2011, the kick-off meeting of the Commission study on type approval test procedures for electric (EV) and hybrid electric vehicles (HEV) took place in Brussels. The purpose of the Commission study is to support the revision of specific type approval test procedures related to emissions and the environmental utility of EV and HEV, e.g. criteria pollutant/CO₂ emissions, electric consumption, electric range, battery charging/durability,... with a view to the ongoing work for the new WLTC and/or European complementary legislation.

All further documents of the study, including the terms of reference of the study and the draft agenda of its kick-off meeting, are distributed via the folder "Meetings/ 110511 - EV-HEV test procedures" of the Circa group "New light duty test procedures...", see <http://circa.europa.eu/Members/irc/enterprise/wltp/library>.

During the stakeholder kick-off meeting we concluded to opt for more time in order for stakeholders to provide input in two areas.

All stakeholders (in particular but not only consumer related):

First, regarding consumer requirements we would like to collect opinions and views on (environmental) utility parameters that could be standardised in type approval test procedures. We would like to investigate what type of information consumers would wish to have (e.g. effective range, electricity consumption, impact of ancillary systems like heater aircon, etc) and how they expect to use this information (e.g. in comparison conventional or other electric vehicles, to derive running costs). Where appropriate, please specify where a distinction should be made between different types of vehicles (e.g. plug-in hybrid electric vehicles, range extended electric vehicles, full electric vehicles).

Stakeholder input is requested before: **27 June 2011**

Automotive industry (e.g. vehicle manufacturers, suppliers):

Second, we want to obtain the automotive industry's opinions and views on potentially important technological developments (e.g. special types of hybrids) and other considerations, which should be considered when revising and complementing EV/HEV test procedures. In this context we are interested in the industry's thoughts about potential technologies so that we do not exclude anything inadvertently through the test regime that is proposed.

In addition, we would like to know about EV/HEV related tests procedures, e.g. related to durability or battery parameters, industry applies on a non-regulatory basis for customer information and which could be a basis for respective harmonised test procedures at type approval.

Stakeholder input is requested before: **14 June 2011**

It would be highly appreciated if you sent your input before the abovementioned dates to:

- ☐ stakeholderinput_PHEV_EV@ecorys.com and in copy to nikolaus.steiningер@ec.europa.eu and tbarlow@trl.co.uk
- ☐ or through CIRCA.

Best regards,

Nikolaus Steiningер

To: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 5/19/2011 2:35:37 PM
Subject: 411 10206/12
411 1020612 05-18-11.pdf

Hello Bob,

Please find enclosed the FTP, Hwy, & US06 for the Subject vehicle.

I checked with the Lab and we will not run the Diesel vehicle tomorrow. It will be next week. I'll contact you with a test date.

If you have any questions please contact Jim Snyder or me.

Thanks Bob,

Kind regards,

Vince Mazaitis

CE125
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0115-004

Vehicle ID: 411 10206 /12

Test Information

Test Date: 5/18/2011

MFR Name: VOLKSWAGEN

Key Start / Hot Soak: 08:21:18 / 09:38

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: S

Test Procedure: 21 Federal fuel 2-day exhaust (w/can load)

Shift Schedule: A09980005

Calculation Method: Gasoline

Beginning Odometer: 003815.0 MI

Pretest Remarks:

Drive Schedule: ftp3bag

Soak Period: 17.6 hours



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	10.998	31.403	0.535	0.977	2.750	
Ambient	4.491	0.184	0.042	0.048	1.968	
Net Concentration	6.836	31.232	0.496	0.933	0.926	5.812

Remarks:

Phase 2

Sample	5.609	0.732	0.241	0.658	1.946	
Ambient	5.836	0.303	0.037	0.047	1.959	
Net Concentration	0.060	0.444	0.206	0.613	0.083	-0.032

Remarks:

Phase 3

Sample	9.904	2.646	0.226	0.854	2.161	
Ambient	10.255	0.386	0.033	0.047	1.958	
Net Concentration	0.304	2.285	0.195	0.810	0.328	-0.059

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.087	0.804	0.019	377.3	0.014	0.074 / 0.077	23.558
Phase 2	0.001	0.018	0.013	395.4	0.002	0.000 / 0.000	22.572
Phase 3	0.004	0.059	0.008	327.1	0.005	0.000 / 0.000	27.281
Weighted	0.01976	0.19227	0.01265	372.879	0.00517	(NMOG=1.04xNMHC) 0.0154 / 0.0160	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #:
Phase 1	23.50		D001
Phase 2	22.52		Inertia: 3750
Phase 3	27.22		EPA Set Co A: 15.88
			EPA Set Co B: 0.0372
			EPA Set Co C: 0.01923
Weighted	23.85		Emiss-Bench: D001

v101208 - d001 Emission110518080442

Page 1 of 2

Print Time 18-May-2011 13:10

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0115-004

Vehicle ID: 411 10206 /12

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.313	2.887	0.069	1354.6	0.049	0.266	1.106
Phase 2	0.005	0.070	0.049	1525.0	0.008	0.000	
Phase 3	0.014	0.211	0.027	1173.2	0.017	0.000	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.90	28.90	28.91	
Avg Cell Temp (degF)	73.12	73.16	73.20	
Dew Point (degF)	50.10	50.05	50.01	
Specific Humidity (grains/lbm)	55.66	55.56	55.47	
NOx Corr Factor	0.9167	0.9163	0.9159	
CO2 Dilution Factor	13.656	20.345	15.668	
CFV Vmix (scf @68F)	2803.83	4799.31	2795.54	
CVS Flow Rate Avg (scfm)	331.36	330.91	330.44	
Fan Placement: One Fan - Down - Front				
Phase Time (secs)	507.70	870.20	507.60	
Distance (miles)	3.590	3.857	3.587	
Bag Analysis Time (secs)				

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0235	0.28	0.008	372	0	0.0178

Odometer	MPG	PM
3689 M	23.9	0.004

MPG is 0.21 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21
Fuel: 61 Tier 2 Cert Gasoline

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0115-006

Vehicle ID: 411 10206 /12

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.054	0.518	0.027	2462.1	0.028	0.028	1.106

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (InHg)	28.91			
Avg Cell Temp (degF)	73.31			
Dew Point (degF)	50.13			
Specific Humidity (grains/lbm)	55.71			
NOx Corr Factor	0.9169			
CO2 Dilution Factor	11.322			
CFV Vmix (scf @68F)	4171.76			

CVS Flow Rate Avg (scfm) 327.15

Fan Placement: One Fan - Down - Front

Phase Time (secs) 765.20

Distance (miles) 10.260

Bag Analysis Time (secs)

MFR Test Results

for Procedure 3 HWFE

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0024	0.02	0.002	238	0	0.0011

Odometer 3700 M
MPG 37.3
PM 0.004
MPG is 0.56 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21
Fuel: 61 Tier 2 Cert Gasoline

CEPT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0115-005

Vehicle ID: 411 10206 /12

Test Information



Test Date: 5/18/2011

Key Start: 10:41:44

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 89 us062bag (us06warmup_2bagus06)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: S

Shift Schedule: A09980041

Beginning Odometer: 003850.0 MI

Drive Schedule: us06warmup_2bagus06

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	10.295	15.815	0.734	0.960	2.650	
Ambient	6.710	1.358	0.059	0.049	1.971	
Net Concentration	4.067	14.555	0.679	0.915	0.821	3.159

Remarks:

Phase 2

Sample	11.518	16.907	0.514	1.335	2.871	
Ambient	6.769	1.350	0.060	0.049	1.961	
Net Concentration	5.425	15.692	0.460	1.291	1.106	4.202

Remarks:

Phase 3

Sample	
Ambient	
Net Concentration	

Remarks:

Phase 4

Sample	
Ambient	
Net Concentration	

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.069	0.496	0.035	489.8	0.016	0.053 / 0.055	18.186
Phase 2	0.040	0.234	0.010	302.6	0.009	0.031 / 0.032	29.451
Composite	0.04641	0.29213	0.01564	344.072	0.01091	(NMOG=1.04xNMHC) 0.0360 / 0.0374	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #:
Phase 1	18.14		D001
Phase 2	29.38		Inertia: 3750
			EPA Set Co A: 15.88
			EPA Set Co B: 0.0372
			EPA Set Co C: 0.01923
Composite	25.84		Emiss-Bench: D001

v101208 - d001 Emission110518101633

Page 1 of 2

Print Time 18-May-2011 13:12

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0115-005

Vehicle ID: 411 10206 /12

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.122	0.880	0.061	869.4	0.028	0.095	1.106
Phase 2	0.250	1.459	0.064	1885.6	0.059	0.193	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.91	28.91		
Avg Cell Temp (degF)	73.49	73.78		
Dew Point (degF)	48.67	49.54		
Specific Humidity (grains/lbm)	52.72	54.48		
NOx Corr Factor	0.9052	0.9121		
CO2 Dilution Factor	13.920	10.016		
CFV Vmix (scf @68F)	1834.86	2819.34		
CVS Flow Rate Avg (scfm)	466.49	463.45		
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	130.00	365.00	106.00	
Distance (miles)	1.775	6.232		
Bag Analysis Time (secs)				

MFR Test Results

for Procedure 90 US06

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0337	0.25	0.008	341	0	0.0256
Odometer	MPG	PM				
3728 M	26	0.004				
MPG is 0.62 % higher than EPA MPG						
MFR Lab: Volkswagen AG, Dept EASZ/1						
Dyno: 21						
Fuel: 61 Tier 2 Cert Gasoline						

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Thur 5/19/2011 8:13:51 PM
Subject: re: 2012 FE Label data in EPA data base as of May 13, 2011 is attached for your review (including data sent to DOE for web posting)
[VW 2012 FE Guide-5-13-2011.zip](#)
verifyhelp@csc.com

Richard,

The attached 2012 FE Label data for the manufacturer(s) which you are handling were forwarded to DOE on May 17, 2010 for posting on the web at www.fueleconomy.gov. [Only releasable, non-confidential data were forwarded to DOE.] The attached spreadsheet(s) are encrypted & password protected using the same password which I gave you previously.

The attached spreadsheet(s) include all 2012 FE Label data in EPA's Verify data base as of May 13, 2011 approximately 2 hours before Verify Release 8 was deployed. Note that the attached spreadsheet(s) also include data which were not forwarded to DOE because the data contains errors or the release date was after May 24, 2010.

Releasable data will be posted on the web this week (the week of May 16, 2011). The models highlighted in green fill (if any) contain errors and were not sent to DOE for web posting. If the release date was prior to May 24, 2011 for these models, I'll be glad to send the corrected data to DOE for web posting after the errors have been corrected in Verify.

Please review the data and correct Verify if any errors still exist. Please contact me if you find any errors in the releasable data which was sent to DOE for web posting.

For your convenience, here are 1) EPA's May 18, 2011 list server message (explaining how to make corrections to data already in Verify before the May 13, 2011 deployment of Verify Release 8); and 2) my FE Label "reminders" which I sent to manufacturers in previous email messages:

EPA Verify List Server message, as sent to manufacturers on May 18, 2011:

Updated XML schemas, XML schema change log, data requirements and business rules are now available on the Verify website in support of the recent Light-Duty Greenhouse Gas and Fuel Economy updates (Release 8). [Available at <http://www.epa.gov/otaq/verify>; then click on "Publications," then click on "Light-Duty Vehicle (LDV)."]

If you have any questions or comments please contact the Verify Help Desk at (888) 890-1995 or via email at verifyhelp@csc.com.

As a reminder, in order to make any changes to datasets that were already in Verify prior to the Release 8 updates, you will need to:

- 1) select the "Request Database Report" in order to receive a newly formatted XML file for that dataset in your CDX in-box;
- 2) save that XML file on your workstation;
- 3) select the "Open Existing Dataset" option and select the XML file saved in step 2;
- 4) make any changes to the dataset using the Verify web forms;

5) submit the modified dataset.

FE Label Reminders:

FE Labels with errors won't be posted on the web: FE Labels with errors (which are not corrected in EPA's Verify data base by May 11, 2011) will not be sent to DOE for posting on www.fueleconomy.gov. For example, FE Labels will not be sent to DOE for posting on www.fueleconomy.gov if they contain errors in the unadjusted combined fuel economy value; errors in the adjusted city, highway or combined fuel economy value; missing interior volume/cargo volume information (required for passenger cars only--except not required for 2-seater vehicles); duplicate entries, etc.

Release date for 2011 Labels: Please be sure that the release date is correct in EPA's Verify data base. For the May release, we will post FE Labels on the web which have a release date of May 23, 2011 and earlier.

2WD SUV Classification: As outlined on page 6 of EPA guidance letter CISC-10-14, Aug 5, 2010, when labeling 2WD SUVs, please continue to use the same vehicle classification category as in past model years (even though 2WD SUVs equal to or less than 6000 lbs GVWR will be included in 2011 and 2012 passenger car CAFEs). Similar to EPA policy for 2011 model year vehicles, EPA will require 2012 and later model year 2WD SUVs to continue to be included in the 2WD SUV comparable class for fuel economy labeling purposes, based on the provisions of 40 CFR 600.315-08(a)(1) and 600.315-08(a)(2) as revised in 74 FR 61537, November 25, 2009.

Fuel Costs: New 2012 fuel costs will be provided to manufacturers in a future EPA guidance letter. Until the 2012 model year fuel costs are provided, manufacturers should continue to use the 2011 model year fuel costs provided in EPA guidance letter CISC-10-14. Please contact Bob Peavyhouse (734-214-4814 or by email) or me if you need a fuel cost for LPG or Hydrogen.

Range of comparable vehicles: Until the 2012 ranges (for the various classes of vehicles) are provided in a future EPA guidance letter, manufacturers should continue to use the 2011 model year ranges provided in CISC-10-19, Sept 13, 2010 (except if a model exceeds the 2011 range values, the manufacturer should extend the range appropriately); ref 40 CFR 600.306-08(b)(1).

If you have any questions, feel free to give your team member or me a call or send us an email message. I'm at 734-214-4450.

Regards

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]; Rhodes, Brian" [Brian.Rhodes@vw.com]
From: "Rodgers, William"
Sent: Fri 5/20/2011 12:00:52 PM
Subject: VW Group - VID 411_10206__12 Release
[winmail.dat](#)
[message_body.rtf](#)

Hello Jim,

Can you please release the Passat 3.6L VID 411_10206_12 so we can pick it up on Monday morning.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <<mailto:william.rodgers@vw.com>>

/ _ \.
(o_l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 5/20/2011 3:14:31 PM
Subject: Re: VW Group - VID 411_10206__12 Release

Because the correlation between manufacturer's data and our initial test was so close, I don't want to use lab resources retesting the vehicle to get validated NOx results. We will use manufacturer's data as official results.

I released VID 411_10206__12. I noticed its already parked in the lot out front ready for pickup.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>, "Rhodes, Brian" <Brian.Rhodes@vw.com>
Date: 05/20/2011 08:01 AM
Subject: VW Group - VID 411_10206__12 Release

Hello Jim,

Can you please release the Passat 3.6L VID 411_10206_12 so we can pick it up on Monday morning.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

/ _ \.
(o\l _/o)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 5/20/2011 3:26:30 PM
Subject: RE: VW Group - VID 411_10206__12 Release
<mailto:william.rodgers@vw.com>

Thanks.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Friday, May 20, 2011 11:15 AM
To: Rodgers, William
Subject: Re: VW Group - VID 411_10206__12 Release

Because the correlation between manufacturer's data and our initial test was so close, I don't want to use lab resources retesting the vehicle to get validated NOx results. We will use manufacturer's data as official results.

I released VID 411_10206__12. I noticed its already parked in the lot out front ready for pickup.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>, "Rhodes, Brian" <Brian.Rhodes@vw.com>
Date: 05/20/2011 08:01 AM
Subject: VW Group - VID 411_10206__12 Release

Hello Jim,

Can you please release the Passat 3.6L VID 411_10206_12 so we can pick it up on Monday morning.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

/ _ \.
(o_l_/o)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Fri 5/20/2011 8:05:52 PM
Subject: VW Group - VW Touareg Certificate Request - Test Group CVWXT03.6U76

Hi Jim,

Today we uploaded application docs and made a cert. request for CVWXT03.6U76 (VW Touareg).

Please let me know if there are any questions on this request.

Best regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Kissling, Karlheinz (N/EA-521)" [Karlheinz.Kissling@AUDI.DE]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Schuetze, Michael (N/EA-521)" [Michael.Schuetze@audi.de]
From: "Rodgers, William"
Sent: Mon 5/23/2011 11:36:07 AM
Subject: FW: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated
[winmail.dat](#)
[message_body.rtf](#)
[image001.gif](#)

Hi Jim,

Just a reminder, we have the following Audi TTRS coming over to you today that requires the use of a new manual shift schedule.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

From: Rodgers, William
Sent: Tuesday, May 10, 2011 7:42 AM
To: Snyder, Jim
Cc: Hart, Robert (VWoA); Giles, Michael; Kissling, Karlheinz (N/EA-521)
Subject: VW Group - Vehicle ID: C3UK-AMQ shift schedules updated

Hello Jim,

We have updated the Supplemental Information for the follow vehicle to include all new manual transmission shift schedules. This vehicle is schedule for confirmatory testing no May 25th. Please be sure your lab receives this new information prior to testing.

From:

Verify Administrator

Subject:

Supplemental Information received

Date:

Tue 5/10/2011 7:31 AM

Your recent Supplemental Information submission has been received by the EPA and you will be notified if any additional actions on your part are required. A Submission Processing Report and any requested dataset reports can be found on the status history page. The status history page can be reached by clicking on the link near the bottom of this Inbox message.

The following is a summary of the processing report:

Total Datasets Submitted: 1

Accepted Datasets: 1

Rejected Datasets: 0

Vehicle ID: C3UK-AMQ

Vehicle Configuration #: 0

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 5/23/2011 1:32:18 PM
Subject: VW Group - VID C3UG-TAQ Confirmatory prep
[winmail.dat](#)
[message_body.rtf](#)

Hello Jim,

Our factory engineers have requested to be present when your lab starts the prep cycle for the above Audi Q7 diesel confirmatory vehicle. The engineers who will be present are: Mr. Karlheinz Kissling, Mr. Michael Schuetze and Mr. Sandro Olt.

Please let me know the time/day they should be available in the manufacturers room, Or if this request cannot be fulfilled.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <<mailto:william.rodgers@vw.com>>

/ _ \.
(o_I_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 5/23/2011 1:56:04 PM
Subject: Re: VW Group - VID C3UG-TAQ Confirmatory prep

Thanks for the heads up. Latest word from the lab is that they can test Diesels starting Thursday so prep would be Wednesday. I don't yet have confirmation that they are planning to run both diesels that day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/23/2011 09:32 AM
Subject: VW Group - VID C3UG-TAQ Confirmatory prep

Hello Jim,

Our factory engineers have requested to be present when your lab starts the prep cycle for the above Audi Q7 diesel confirmatory vehicle. The engineers who will be present are: Mr. Karlheinz Kissling, Mr. Michael Schuetze and Mr. Sandro Olt.

Please let me know the time/day they should be available in the manufacturers room, Or if this request cannot be fulfilled.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

/ _ \.
(o\l _/o)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 5/23/2011 2:05:16 PM
Subject: RE: VW Group - VID C3UG-TAQ Confirmatory prep
william.rodgers@vw.com
<mailto:william.rodgers@vw.com>

Thanks Jim.

Keep me advised of the latest.

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, May 23, 2011 9:56 AM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Re: VW Group - VID C3UG-TAQ Confirmatory prep

Thanks for the heads up. Latest word from the lab is that they can test Diesels starting Thursday so prep would be Wednesday. I don't yet have confirmation that they are planning to run both diesels that day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/23/2011 09:32 AM
Subject: VW Group - VID C3UG-TAQ Confirmatory prep

Hello Jim,

Our factory engineers have requested to be present when your lab starts the prep cycle for the above Audi Q7 diesel confirmatory vehicle. The engineers who will be present are: Mr. Karlheinz Kissling, Mr. Michael Schuetze and Mr. Sandro Olt.

Please let me know the time/day they should be available in the manufacturers room, Or if this request cannot be fulfilled.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <mailto:william.rodgers@vw.com>

/ _ \.
(o\l_/o)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US]

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Mon 5/23/2011 9:06:31 PM
Subject: Class P156
[NOTIF-P-156-Volkswagen.pdf](#)

Hi, Sebasitan.

I am sending you a copy of this letter that I just sent to Dennis. The test group that I'd originally selected has been changed to a different test group. I apologize for any inconvenience this may have caused.

Sincerely,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

May 23, 2011

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Road
Auburn Hills, Michigan 48326

OFFICE OF
AIR AND RADIATION

Dear Mr. Reineke:

The Environmental Protection Agency will test a 2009 model-year Volkswagen test-group in our surveillance test-program. This class will replace the test group that was originally designated in my April 1 letter to you. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of two or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure and highway cycle will follow a single LA-4 preconditioning cycle. If this test-group contains models which are equipped with 4WD or AWD, the vehicles may be tested in either of these modes.

One vehicle may be subjected to evaporative testing and a US06 is usually run per class. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system. If you are aware of OBD enabling criteria which would limit our ability to evaluate these systems, please inform me. Copies of the OBD enabling criteria which were approved during certification should be provided if there are such limitations.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

A handwritten signature in cursive script, reading "Lynn Sohacki", is positioned above the typed name.

Lynn Sohacki
Compliance and Innovative Strategies Division

Enclosure

ENCLOSURE 1

<u>Lab</u>	NVFEL Ann Arbor, Michigan
<u>Test Group</u>	9VWXV02.5U35
<u>Estimated Start Date</u>	Week-ending July 8, 2011
<u>Recall/Testing Representative</u>	Lynn Sohacki
<u>Telephone Number</u>	(734) 214-4851
<u>E-mail address</u>	Sohacki.lynn@epa.gov
<u>Class Numbers</u>	P156/P157 (low-mileage / high-mileage)

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Mon 5/23/2011 9:09:09 PM
Subject: RE: Class P156

Hello Lynn,

Thank you very much for that information.

Let us know whenever we will get the first cars to inspect.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Monday, May 23, 2011 5:07 PM
To: Berenz, Sebastian
Subject: Class P156

Hi, Sebasitan.

I am sending you a copy of this letter that I just sent to Dennis. The test group that I'd originally selected has been changed to a different test group. I apologize for any inconvenience this may have caused.

Sincerely,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

(See attached file: NOTIF-P-156-Volkswagen.pdf)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Mon 5/23/2011 9:14:36 PM
Subject: RE: Class P156

Hi, Sebastian.

The should be in the week ending July 8.

Take care!

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 05/23/2011 05:10 PM
Subject: RE: Class P156

Hello Lynn,

Thank you very much for that information.

Let us know whenever we will get the first cars to inspect.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Enviromental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Monday, May 23, 2011 5:07 PM

To: Berenz, Sebastian

Subject: Class P156

Hi, Sebasitan.

I am sending you a copy of this letter that I just sent to Dennis. The test group that I'd originally selected has been changed to a different test group. I apologize for any inconvenience this may have caused.

Sincerely,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

(See attached file: NOTIF-P-156-Volkswagen.pdf)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 5/24/2011 2:13:35 PM
Subject: VW Group - DI submission
[winmail.dat](#)
[message_body.rtf](#)

Jim,

Give me a call if you need more clarification after reading the Decision Information that I just submitted for test group CADXV04.23UH.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com <<mailto:william.rodgers@vw.com>>

/ _ \.
(o_l_/o)

To: "Verify Help Desk" [verifyhelp@csc.com]
Cc: David Good/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Thur 5/26/2011 11:46:47 AM
Subject: 2012 Lamborghini Label Index #65
[winmail.dat](#)
[message_body.rtf](#)
[20110526073341135.pdf](#)

Hello [Ex. 4 - CBI]

The attached scan has the Verify error report for this Lamborghini Gallardo index #65. It was not accepted because the highway test has bag 1 values and they should not be there. We cannot change this data because it was an EPA confirmatory test. Who is responsible for correcting this old 2009 EPA test? I am sure there are a number of other EPA tests that must be corrected.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com


To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 5/26/2011 3:10:19 PM
Subject: 2012 Audi TTRS 1st confirmatory test results
[2012 Audi TTRS 1st confirmatory test results.pdf](#)


Hi Bill, The FTP city is failing NMOG and will be retested.

The US06 and Highway are more than 3% low on FE so let me know if VW accepts the data or requests a retest.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

MFR

NVFEL Laboratory Test Data							CVS																																																																																																																																																																																																																																								
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data																																																																																																																																																																																																																																															
Test Number: 2011-0170-018				Vehicle ID: C3UK-AMQ																																																																																																																																																																																																																																											
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 65%;"> Test Information Test Date: 5/25/2011 Key Start / Hot Soak: 07:38:20 / 09:47 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 20%; text-align: right;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: MANUAL Shift Schedule: A06400022 Beginning Odometer: 004308.0 MI Drive Schedule: flp3bag Soak Period: 19.1 hours </div> </div>																																																																																																																																																																																																																																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Bag Data</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NonMeth HC</th> </tr> <tr> <th style="text-align: left;">Phase 1</th> <th>(ppmC)</th> <th>(ppm)</th> <th>(ppm)</th> <th>(%)</th> <th>(ppm)</th> <th>(ppmC)</th> </tr> </thead> <tbody> <tr> <td>Sample</td> <td>38.419</td> <td>62.857</td> <td>1.429</td> <td>1.010</td> <td>3.753</td> <td></td> </tr> <tr> <td>Ambient</td> <td>5.631</td> <td>0.522</td> <td>0.019</td> <td>0.045</td> <td>2.083</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>33.217</td> <td>62.375</td> <td>1.412</td> <td>0.969</td> <td>1.829</td> <td>31.229</td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td style="text-align: left;">Phase 2</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td>7.463</td> <td>0.927</td> <td>0.159</td> <td>0.722</td> <td>1.969</td> <td></td> </tr> <tr> <td>Ambient</td> <td>5.873</td> <td>0.095</td> <td>0.017</td> <td>0.045</td> <td>2.075</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>1.906</td> <td>0.838</td> <td>0.143</td> <td>0.679</td> <td>0.006</td> <td>1.899</td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td style="text-align: left;">Phase 3</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td>6.508</td> <td>9.335</td> <td>0.188</td> <td>0.935</td> <td>2.171</td> <td></td> </tr> <tr> <td>Ambient</td> <td>5.795</td> <td>0.087</td> <td>0.016</td> <td>0.044</td> <td>2.077</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>1.119</td> <td>9.254</td> <td>0.173</td> <td>0.894</td> <td>0.240</td> <td>0.858</td> </tr> <tr> <td colspan="7">Remarks:</td> </tr> <tr> <td style="text-align: left;">Phase 4</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sample</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Ambient</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Net Concentration</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="7">Remarks: This test has particulate results.</td> </tr> <tr> <td colspan="8"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.428</td> <td>1.623</td> <td>0.055</td> <td>396.0</td> <td>0.027</td> <td>0.402 / 0.419</td> <td>22.321</td> </tr> <tr> <td>Phase 2</td> <td>0.039</td> <td>0.035</td> <td>0.009</td> <td>442.6</td> <td>0.000</td> <td>0.039 / 0.041</td> <td>20.159</td> </tr> <tr> <td>Phase 3</td> <td>0.014</td> <td>0.239</td> <td>0.007</td> <td>362.6</td> <td>0.004</td> <td>0.011 / 0.011</td> <td>24.585</td> </tr> <tr> <td>Weighted</td> <td>0.11292</td> <td>0.42019</td> <td>0.01782</td> <td>410.887</td> <td>0.00671</td> <td>(NMOG=1.04xNMHC) 0.1066 / 0.1109</td> <td></td> </tr> </tbody> </table> </td> </tr> <tr> <td colspan="8"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>22.27</td> <td>Dyno #: D329 - FWD</td> </tr> <tr> <td>Phase 2</td> <td>20.11</td> <td>Inertia: 3750</td> </tr> <tr> <td>Phase 3</td> <td>24.53</td> <td>EPA Set Co A: 12.52</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co B: 0.0882</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co C: 0.02124</td> </tr> <tr> <td>Weighted</td> <td>21.61</td> <td>Emiss-Bench: Mexa 7200dle</td> </tr> </tbody> </table> </td> </tr> </tbody> </table>								Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC	Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	Sample	38.419	62.857	1.429	1.010	3.753		Ambient	5.631	0.522	0.019	0.045	2.083		Net Concentration	33.217	62.375	1.412	0.969	1.829	31.229	Remarks:							Phase 2							Sample	7.463	0.927	0.159	0.722	1.969		Ambient	5.873	0.095	0.017	0.045	2.075		Net Concentration	1.906	0.838	0.143	0.679	0.006	1.899	Remarks:							Phase 3							Sample	6.508	9.335	0.188	0.935	2.171		Ambient	5.795	0.087	0.016	0.044	2.077		Net Concentration	1.119	9.254	0.173	0.894	0.240	0.858	Remarks:							Phase 4							Sample							Ambient							Net Concentration							Remarks: This test has particulate results.							<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.428</td> <td>1.623</td> <td>0.055</td> <td>396.0</td> <td>0.027</td> <td>0.402 / 0.419</td> <td>22.321</td> </tr> <tr> <td>Phase 2</td> <td>0.039</td> <td>0.035</td> <td>0.009</td> <td>442.6</td> <td>0.000</td> <td>0.039 / 0.041</td> <td>20.159</td> </tr> <tr> <td>Phase 3</td> <td>0.014</td> <td>0.239</td> <td>0.007</td> <td>362.6</td> <td>0.004</td> <td>0.011 / 0.011</td> <td>24.585</td> </tr> <tr> <td>Weighted</td> <td>0.11292</td> <td>0.42019</td> <td>0.01782</td> <td>410.887</td> <td>0.00671</td> <td>(NMOG=1.04xNMHC) 0.1066 / 0.1109</td> <td></td> </tr> </tbody> </table>								Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG		(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	Phase 1	0.428	1.623	0.055	396.0	0.027	0.402 / 0.419	22.321	Phase 2	0.039	0.035	0.009	442.6	0.000	0.039 / 0.041	20.159	Phase 3	0.014	0.239	0.007	362.6	0.004	0.011 / 0.011	24.585	Weighted	0.11292	0.42019	0.01782	410.887	0.00671	(NMOG=1.04xNMHC) 0.1066 / 0.1109		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>22.27</td> <td>Dyno #: D329 - FWD</td> </tr> <tr> <td>Phase 2</td> <td>20.11</td> <td>Inertia: 3750</td> </tr> <tr> <td>Phase 3</td> <td>24.53</td> <td>EPA Set Co A: 12.52</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co B: 0.0882</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co C: 0.02124</td> </tr> <tr> <td>Weighted</td> <td>21.61</td> <td>Emiss-Bench: Mexa 7200dle</td> </tr> </tbody> </table>								Fuel Economy	Gasoline MPG	Dyno Settings	Phase 1	22.27	Dyno #: D329 - FWD	Phase 2	20.11	Inertia: 3750	Phase 3	24.53	EPA Set Co A: 12.52			EPA Set Co B: 0.0882			EPA Set Co C: 0.02124	Weighted	21.61	Emiss-Bench: Mexa 7200dle
Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC																																																																																																																																																																																																																																									
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)																																																																																																																																																																																																																																									
Sample	38.419	62.857	1.429	1.010	3.753																																																																																																																																																																																																																																										
Ambient	5.631	0.522	0.019	0.045	2.083																																																																																																																																																																																																																																										
Net Concentration	33.217	62.375	1.412	0.969	1.829	31.229																																																																																																																																																																																																																																									
Remarks:																																																																																																																																																																																																																																															
Phase 2																																																																																																																																																																																																																																															
Sample	7.463	0.927	0.159	0.722	1.969																																																																																																																																																																																																																																										
Ambient	5.873	0.095	0.017	0.045	2.075																																																																																																																																																																																																																																										
Net Concentration	1.906	0.838	0.143	0.679	0.006	1.899																																																																																																																																																																																																																																									
Remarks:																																																																																																																																																																																																																																															
Phase 3																																																																																																																																																																																																																																															
Sample	6.508	9.335	0.188	0.935	2.171																																																																																																																																																																																																																																										
Ambient	5.795	0.087	0.016	0.044	2.077																																																																																																																																																																																																																																										
Net Concentration	1.119	9.254	0.173	0.894	0.240	0.858																																																																																																																																																																																																																																									
Remarks:																																																																																																																																																																																																																																															
Phase 4																																																																																																																																																																																																																																															
Sample																																																																																																																																																																																																																																															
Ambient																																																																																																																																																																																																																																															
Net Concentration																																																																																																																																																																																																																																															
Remarks: This test has particulate results.																																																																																																																																																																																																																																															
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.428</td> <td>1.623</td> <td>0.055</td> <td>396.0</td> <td>0.027</td> <td>0.402 / 0.419</td> <td>22.321</td> </tr> <tr> <td>Phase 2</td> <td>0.039</td> <td>0.035</td> <td>0.009</td> <td>442.6</td> <td>0.000</td> <td>0.039 / 0.041</td> <td>20.159</td> </tr> <tr> <td>Phase 3</td> <td>0.014</td> <td>0.239</td> <td>0.007</td> <td>362.6</td> <td>0.004</td> <td>0.011 / 0.011</td> <td>24.585</td> </tr> <tr> <td>Weighted</td> <td>0.11292</td> <td>0.42019</td> <td>0.01782</td> <td>410.887</td> <td>0.00671</td> <td>(NMOG=1.04xNMHC) 0.1066 / 0.1109</td> <td></td> </tr> </tbody> </table>								Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG		(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	Phase 1	0.428	1.623	0.055	396.0	0.027	0.402 / 0.419	22.321	Phase 2	0.039	0.035	0.009	442.6	0.000	0.039 / 0.041	20.159	Phase 3	0.014	0.239	0.007	362.6	0.004	0.011 / 0.011	24.585	Weighted	0.11292	0.42019	0.01782	410.887	0.00671	(NMOG=1.04xNMHC) 0.1066 / 0.1109																																																																																																																																																																																									
Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG																																																																																																																																																																																																																																								
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)																																																																																																																																																																																																																																								
Phase 1	0.428	1.623	0.055	396.0	0.027	0.402 / 0.419	22.321																																																																																																																																																																																																																																								
Phase 2	0.039	0.035	0.009	442.6	0.000	0.039 / 0.041	20.159																																																																																																																																																																																																																																								
Phase 3	0.014	0.239	0.007	362.6	0.004	0.011 / 0.011	24.585																																																																																																																																																																																																																																								
Weighted	0.11292	0.42019	0.01782	410.887	0.00671	(NMOG=1.04xNMHC) 0.1066 / 0.1109																																																																																																																																																																																																																																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>22.27</td> <td>Dyno #: D329 - FWD</td> </tr> <tr> <td>Phase 2</td> <td>20.11</td> <td>Inertia: 3750</td> </tr> <tr> <td>Phase 3</td> <td>24.53</td> <td>EPA Set Co A: 12.52</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co B: 0.0882</td> </tr> <tr> <td></td> <td></td> <td>EPA Set Co C: 0.02124</td> </tr> <tr> <td>Weighted</td> <td>21.61</td> <td>Emiss-Bench: Mexa 7200dle</td> </tr> </tbody> </table>								Fuel Economy	Gasoline MPG	Dyno Settings	Phase 1	22.27	Dyno #: D329 - FWD	Phase 2	20.11	Inertia: 3750	Phase 3	24.53	EPA Set Co A: 12.52			EPA Set Co B: 0.0882			EPA Set Co C: 0.02124	Weighted	21.61	Emiss-Bench: Mexa 7200dle																																																																																																																																																																																																																			
Fuel Economy	Gasoline MPG	Dyno Settings																																																																																																																																																																																																																																													
Phase 1	22.27	Dyno #: D329 - FWD																																																																																																																																																																																																																																													
Phase 2	20.11	Inertia: 3750																																																																																																																																																																																																																																													
Phase 3	24.53	EPA Set Co A: 12.52																																																																																																																																																																																																																																													
		EPA Set Co B: 0.0882																																																																																																																																																																																																																																													
		EPA Set Co C: 0.02124																																																																																																																																																																																																																																													
Weighted	21.61	Emiss-Bench: Mexa 7200dle																																																																																																																																																																																																																																													

NVFEL Laboratory Test Data							CVS	
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data								
Test Number: 2011-0170-018				Vehicle ID: C3UK-AMQ				
	Results	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
	Phase 1	1.535	5.821	0.197	1420.3	0.098	1.443	1.087
	Phase 2	0.151	0.134	0.034	1705.3	0.001	0.150	
	Phase 3	0.052	0.861	0.024	1306.2	0.013	0.040	
Test Conditions		<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>			
Barometer (inHg)		28.96	28.96	28.96				
Avg Cell Temp (degF)		74.74	74.59	76.03				
Dew Point (degF)		49.86	49.46	49.20				
Specific Humidity (grains/lbm)		55.05	54.22	53.69				
NOx Corr Factor		0.9143	0.9110	0.9090				
CO2 Dilution Factor		13.136	18.542	14.309				
CFV Vmix (scf @68F)		2808.24	4805.59	2799.06				
Total Vmix (scf@68F)		2830.55	4843.86	2821.33				
CVS Flow Rate Avg (scfm)		332.53	331.23	331.51				
Fan Placement: One Fan - Down - Front								
Phase Time (secs)		506.70	870.50	506.61				
Distance (miles)		3.587	3.853	3.602				
Bag Analysis Time (secs)		1004.2	247.1	140.7				
MFR Test Results for Procedure 21 Federal fuel 2-day exhaust (w/can load)								
<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>		
1E+07	0.0307	0.48	0.01	391	0	0.0258		
<u>Odometer</u>	<u>MPG</u>	PM						
4157 M	22.7	0.004						
MPG is 5.03 % higher than EPA MPG								
			MFR Lab: Audi AG Neckarsulm					
			Dyno: 7					
			Fuel: 61 Tier 2 Cert Gasoline					

mfr
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-017

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 5/25/2011

Key Start: 09:05:32

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

Config #: 00

Transmission: MANUAL

Shift Schedule: A06400023

Beginning Odometer: 004320.0 MI

Drive Schedule: hwfet_hwfet

ADX

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	8.472	46.413	0.167	1.256	2.785	
Ambient	4.391	0.558	0.017	0.045	2.094	
Net Concentration	4.495	45.907	0.151	1.215	0.887	3.530

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.030	0.622	0.003	258.5	0.007	0.024 / 0.025	34.381

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG

Phase 1 34.30

Dyno Settings

Dyno #: D329 - FWD


Inertia: 3750

EPA Set Co A: 12.52

EPA Set Co B: 0.0882

EPA Set Co C: 0.02124

Emiss-Bench: Mexa 7200dle

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0170-017				Vehicle ID: C3UK-AMQ			
Results	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
 Phase 1	0.309	6.367	0.031	2647.9	0.071	0.243	1.087
Test Conditions							
	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>			
Barometer (inHg)	28.99						
Avg Cell Temp (degF)	74.49						
Dew Point (degF)	49.46						
Specific Humidity (grains/lbm)	54.17						
NOx Corr Factor	0.9108						
CO2 Dilution Factor	10.623						
CFV Vmix (scf @68F)	4173.46						
Total Vmix (scf@68F)	4206.86						
CVS Flow Rate Avg (scfm)	327.29						
Fan Placement: One Fan - Down - Front							
Phase Time (secs)	765.10						
Distance (miles)	10.242						
Bag Analysis Time (secs)	125.2						
MFR Test Results for Procedure 3 HWFE							
<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>	
1E+07	0.029	0.56	0.005	245	0	0.0239	
<u>Odometer</u>	<u>MPG</u>	<u>PM</u>		<u>MFR Lab: Audi AG Neckarsulm</u>			
4168 M	36.1	0.004		Dyno: 7			
MPG is 5.24 % higher than EPA MPG				Fuel: 61 Tier 2 Cert Gasoline			

NVFEL Laboratory Test Data							PARTICULATE	
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data								
Test Number: 2011-0170-017			Vehicle ID: C3UK-AMQ					
Test Date: 5/25/2011			MFR Name: AUDI					
Key Start: 09:05:32			MFR Codes: 640 ADX					
Fuel Container ID: F00023			Config #: 00					
Fuel Type: 61 Tier 2 Cert Test Fuel			Transmission: MANUAL					
Test Procedure: 03 HWFET (hwfetprep_hwfet)			Shift Schedule: A06400023					
Calculation Method: Gasoline			Beginning Odometer: 004320.0 MI					
Pretest Remarks:			Drive Schedule: hwfet_hwfet					
All filter weights are corrected for buoyancy.								
Particulate	Filter Sampler	Filter No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Total Mass mg	Total Mass mg / mi	Filter comment
Phase 1								
	A	184266	135.4764	135.5867	0.11034	41.621	4.064	
	B	184267	135.9122	136.0160	0.10383	39.258	3.833	
	C	184268	136.0048	136.1053	0.10053	38.052	3.715	
Remarks:								
Phase 2								
Remarks:								
Phase 3								
Remarks:								
Phase 4								
Remarks: <u>This test has particulate results.</u>								
Average Results					Net Wt mg	Total Mass mg	Total Mass mg / mi	
Phase 1					0.10490	39.644	3.871	
All filter weights are corrected for buoyancy.								
Reference Filter Stability Check			Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Stability Check	Dyno #: D329 - FWD	
2% of Avg Net or 0.01 mg		No.				PASS/FAIL	Inertia: 3750	
0.01		1	140.44739	140.44841	0.00102	PASS	EPA Set Co A: 12.52	
		2	138.47901	138.47903	0.00002	PASS	EPA Set Co B: 0.0882	
							EPA Set Co C: 0.02124	
Emissions Bench Mexa 7200die								
v101208 - d329 EPAVDAEm110525083509			Page 1 of 2			Print Time 25-May-2011 14:31		

**NVFEL Laboratory Test Data****PARTICULATE**

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-017

Vehicle ID: C3UK-AMQ

WEIGHING CHAMBER		<u>Buoyancy</u>	<u>Operator</u>	<u>Chamber Temp</u>	<u>Dew Point</u>	<u>Barometer</u>	<u>Last Change In Status</u>
	<u>Timestamp</u>	<u>Factor</u>	<u>(Id)</u>	<u>(°F)</u>	<u>(°F)</u>	<u>("Hg)</u>	<u>Status @ timestamp</u>
Pre-test	5/24/11 10:34	1.0011098	021798	70.2	48.9	28.88	NORM @ 05/23/11 11:19:31
Post-test	5/25/11 12:29	1.0011092	021798	70.4	49.1	28.88	NORM @ 05/24/11 13:59:53

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.99			
Avg Cell Temp (degF)	74.49			
Dew Point (degF)	49.46			
Specific Humidity (grains/lbm)	54.17			
NOx Corr Factor	0.9108			
Dilution Factor	10.62			
CFV Vmix (scf @68F)	4173.46			
Sample Volume A (scf @68F)	11.153			
Sample Volume B (scf @68F)	11.127			
Sample Volume C (scf @68F)	11.114			
Sample Volume D (scf @68F)				
Sample Volume Average (scf @68F)	11.131			
Total Vmix (scf @68F)	4206.86			
Phase Time (sec)	765.10			
Distance (miles)	10.242			
PSU Probe A (degC)				
PSU Probe B (degC)				
PSU Probe C (degC)				
PSU Dil Air A (degC)	41.5			
PSU Dil Air B (degC)	44.0			
PSU Dil Air C (degC)	40.3			
PSU Filter A (degC)	45.3			
PSU Filter B (degC)	48.2			
PSU Filter C (degC)	45.6			
PSU Dil Flow A (lpm)	29.7			
PSU Dil Flow B (lpm)	29.7			
PSU Dil Flow C (lpm)	29.7			
PSU A Proportionality				
PSU B Proportionality				
PSU C Proportionality				

mfr
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 5/25/2011

MFR Name: AUDI

Key Start: 10:04:31

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: MANUAL

Test Procedure: 90 US06 (us06warmup_us06)

Shift Schedule: A06400024

Calculation Method: Gasoline

Beginning Odometer: 004341.0 MI

Pretest Remarks:

Drive Schedule: us06_us06

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	5.882	50.825	1.340	1.055	2.435	
Ambient	3.173	0.709	0.021	0.044	1.985	
Net Concentration	2.960	50.172	1.320	1.014	0.607	2.301

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.034	1.162	0.046	369.2	0.008	0.026 / 0.027	24.049

(NMOG=1.04xNMHC)

Fuel Economy

Gasoline MPG
Phase 1 23.99

Dyno Settings

Dyno #: D329 - FWD
Inertia: 3750
EPA Set Co A: 12.52
EPA Set Co B: 0.0882
EPA Set Co C: 0.02124
Emiss-Bench: Mexa 7200dle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.272	9.292	0.368	2952.3	0.064	0.211	1.087

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.94			
Avg Cell Temp (degF)	74.91			
Dew Point (degF)	49.95			
Specific Humidity (grains/lbm)	55.28			
NOx Corr Factor	0.9152			
CO2 Dilution Factor	12.638			
CFV Vmix (scf @68F)	5591.34			
Total Vmix (scf@68F)	5617.51			
CVS Flow Rate Avg (scfm)	557.83			

Fan Placement: US06 Only - One Large Fan - Down - Front

Phase Time (secs)	601.40
Distance (miles)	7.996
Bag Analysis Time (secs)	135.3

MFR Test Results

for Procedure 90 US06

<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>
1E+07	0.0275	0.97	0.058	349	0	0.0218

<u>Odometer</u>	<u>MPG</u>	<u>PM</u>
4189 M	25.3	0.004

MPG is 5.45 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7
Fuel: 61 Tier 2 Cert Gasoline

NVFEL Laboratory Test Data

PARTICULATE

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 5/25/2011

Key Start: 10:04:31

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 90 US06 (us06warmup_us06)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

Config #: 00

Transmission: MANUAL

Shift Schedule: A06400024

Beginning Odometer: 004341.0 MI

Drive Schedule: us06_us06

All filter weights are corrected for buoyancy.

Particulate	Filter Sampler	Filter No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Total Mass mg	Total Mass mg / mi	Filter comment
Phase 1	A	184269	139.2693	139.3256	0.05633	36.304	4.540	
	B	184270	136.4760	136.5253	0.04933	31.784	3.975	
	C	184271	137.2471	137.3004	0.05323	34.230	4.281	

Remarks:

Phase 2

Remarks:

Phase 3

Remarks:

Phase 4

Remarks: This test has particulate results.

Average Results

	Net Wt mg	Total Mass mg	Total Mass mg / mi
Phase 1	0.05297	34.106	4.265

All filter weights are corrected for buoyancy.

Reference Filter Stability Check

2% of Avg Net or 0.01 mg	No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Stability Check PASS/FAIL	Dyno #: D329 - FWD Inertia: 3750
0.01	1	140.44639	140.44816	0.00177	PASS	EPA Set Co A: 12.52
	2	138.47871	138.47898	0.00027	PASS	EPA Set Co B: 0.0882
						EPA Set Co C: 0.02124

Emissions Bench Mexa 7200dle

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**

Test Number: 2011-0170-019

Vehicle ID: C3UK-AMQ

WEIGHING CHAMBER		<u>Buoyancy</u>	<u>Operator</u>	<u>Chamber Temp</u>	<u>Dew Point</u>	<u>Barometer</u>	<u>Last Change in Status</u>
	Timestamp	Factor	(id)	(°F)	(°F)	("Hg)	Status @ timestamp
Pre-test	5/24/11 10:44	1.0011098	021798	70.2	48.9	28.88	NORM @ 05/23/11 11:19:31
Post-test	5/25/11 12:43	1.0011081	021798	70.8	49.4	28.88	NORM @ 05/24/11 13:59:53

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.94			
Avg Cell Temp (degF)	74.91			
Dew Point (degF)	49.95			
Specific Humidity (grains/lbm)	55.28			
NOx Corr Factor	0.9152			
Dilution Factor	12.64			
CFV Vmix (scf @68F)	5591.34			
Sample Volume A (scf @68F)	8.717			
Sample Volume B (scf @68F)	8.718			
Sample Volume C (scf @68F)	8.736			
Sample Volume D (scf @68F)				
Sample Volume Average (scf @68F)	8.724			
Total Vmix (scf @68F)	5617.51			
Phase Time (sec)	601.40			
Distance (miles)	7.996			
PSU Probe A (degC)				
PSU Probe B (degC)				
PSU Probe C (degC)				
PSU Dil Air A (degC)	41.8			
PSU Dil Air B (degC)	44.5			
PSU Dil Air C (degC)	41.0			
PSU Filter A (degC)	45.5			
PSU Filter B (degC)	47.5			
PSU Filter C (degC)	44.4			
PSU Dil Flow A (lpm)	29.6			
PSU Dil Flow B (lpm)	29.6			
PSU Dil Flow C (lpm)	29.6			
PSU A Proportionality				
PSU B Proportionality				
PSU C Proportionality				

MFR

CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-020

Vehicle ID: C3UK-AMQ

Test Information

Test Date: 5/25/2011

MFR Name: AUDI

Key Start: 10:51:09

MFR Codes: 640

ADX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: MANUAL

Test Procedure: 89 us062bag (us06warmup_2bagus06)

Shift Schedule: A06400024

Calculation Method: Gasoline

Beginning Odometer: 004356.0 MI

Pretest Remarks:

Drive Schedule: us06warmup_2bagus06



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	6.527	31.425	0.880	0.851	2.240	
Ambient	5.267	0.609	0.018	0.044	2.030	
Net Concentration	1.596	30.855	0.864	0.810	0.339	1.228

Remarks:

Phase 2

Sample	7.733	69.682	1.957	1.188	2.447	
Ambient	5.239	0.654	0.019	0.044	2.038	
Net Concentration	2.961	69.087	1.940	1.147	0.591	2.319

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.032	1.266	0.053	522.6	0.008	0.025 / 0.026	17.012
Phase 2	0.026	1.236	0.052	322.5	0.006	0.021 / 0.021	27.503

Composite 0.02761 1.24271 0.05241 366.803 0.00648 (NMOG=1.04xNMHC) 0.0215 / 0.0224

Fuel Economy

Gasoline MPG

Dyno Settings

Phase 1	16.97					Dyno #: D329 - FWD
Phase 2	27.44					Inertia: 3750
						EPA Set Co A: 12.52
						EPA Set Co B: 0.0882
						EPA Set Co C: 0.02124
Composite	24.13					Emiss-Bench: Mexa 7200dle

v101208 - d329 EPAVDAEm110525102658

Page 1 of 2

Print Time 25-May-2011 11:16

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-020

Vehicle ID: C3UK-AMQ

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.057	2.243	0.094	925.4	0.014	0.044	1.087
Phase 2	0.163	7.696	0.325	2008.1	0.038	0.128	

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.93	28.93		
Avg Cell Temp (degF)	74.40	74.52		
Dew Point (degF)	49.80	49.97		
Specific Humidity (grains/lbm)	55.00	55.35		
NOx Corr Factor	0.9141	0.9154		
CO2 Dilution Factor	15.668	11.211		
CFV Vmix (scf @68F)	2204.65	3378.68		
CVS Flow Rate Avg (scfm)	558.85	555.40		

Fan Placement: US06 Only - One Large Fan - Down - Front

Phase Time (secs)	130.00	365.00	106.69
Distance (miles)	1.771	6.227	
Bag Analysis Time (secs)	129.8	351.4	

MFR Test Results

for Procedure 90 US06

<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>
1E+07	0.0275	0.97	0.058	349	0	0.0218

<u>Odometer</u>	<u>MPG</u>	<u>PM</u>
4189 M	25.3	0.004

MPG is 4.85 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7
Fuel: 61 Tier 2 Cert Gasoline

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Fri 5/27/2011 2:15:26 PM
Subject: VW Group - Certificate Request in for CVWXV02.0U36

Hello Jim,

Today we submitted a request for certificate for test group CVWXV02.0U36 (VW Jetta). This test group is a carryover from BVWXV02.0MPI.

We experienced some delay before getting the OBD approval, so our timing is rather tight. Any help you could provide from your end is greatly appreciated.

Best regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA[]; Robert Peavyhouse/AA/USEPA/US@EPA[]; obert Peavyhouse/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Tue 5/31/2011 10:37:39 AM
Subject: FW: 2012 Lamborghini Label Index #65
[winmail.dat](#)
[message_body.rtf](#)
[20110526073341135.pdf](#)

Hello Jim;

As you can see from the mail below and the Verify help desk response, the EPA will have to repair the EPA confirmatory test to eliminate the bag 1 results from the test (#9ADX09010216). This new rule, that has affected most of our SC03 and Highway tests, does not permit a value to be entered in Bag 1. We had to fix several manufacture tests in order for the 2012 labels to be accepted into Verify. We are unable or permitted to change the data in an EPA test. Could you please investigate and let me know the outcome?

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

-----Original Message-----

From: [Ex. 6]@csc.com] On Behalf Of Verify Help Desk
Sent: Friday, May 27, 2011 3:34 PM
To: Thomas, Richard (EEO)
Subject: Re: 2012 Lamborghini Label Index #65

Richard,

The rule is new since last friday's deployment. You will have to refer a different test or discuss this with your EPA cert.

[Ex. 6]

Verify Help Desk
Staffed by Computer Sciences Corporation, Contractor to the
Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Thomas, Richard

(EEO)"

<Richard.Thomas@v

To

w.com>

Verify Help Desk@CSC

cc

05/26/2011 07:46 <Good.David@epamail.epa.gov>,

AM

<snyder.jim@epa.gov>

Subject

2012 Lamborghini Label Index #65

Hello: Ex. 6

The attached scan has the Verify error report for this Lamborghini Gallardo index #65. It was not accepted because the highway test has bag 1 values and they should not be there. We cannot change this data because it was an EPA confirmatory test. Who is responsible for

correcting this old 2009 EPA test? I am sure there are a number of other EPA tests that must be corrected.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

(See attached file: 20110526073341135.pdf)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/31/2011 1:53:46 PM
Subject: Fw: 411 10208-12_5-26-11 Laboratory Test Data
411 10208-12_5-26-11.pdf


Here's the Diesel Passat data. The FTP data was voided due to CH4 span check and will have to be rerun.
Let me if VW accepts the US06 and Hwy.

I haven't seen any of the recent tests in Verify yet but hopefully we will later this morning.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 05/31/2011 09:46 AM -----

From: Vincent Mazaitis/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 05/31/2011 08:16 AM
Subject: 411 10208-12_5-26-11 Laboratory Test Data

C15D

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Information			Vehicle ID: 411 10208 /12				
 Test Date: 5/26/2011 Key Start: 09:03:59 Fuel Container ID: F00022 Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur Test Procedure: 03 HWFET (hwfetprep_hwfet) Calculation Method: Diesel Pretest Remarks:			MFR Name: VOLKSWAGEN MFR Codes: 590 VWX Config #: 00 Transmission: S Shift Schedule: A09980011 Beginning Odometer: 003847.0 MI Drive Schedule: hwfet_hwfet				
Bag Data							
	<u>THC / IntTHC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	6.721 / 6.706	0.541	0.031	0.886	2.133		
Ambient	6.822	0.083	0.009	0.045	2.001		
Net Concentration	0.350 / 0.336	0.464	0.023	0.844	0.265	0.048	
Remarks:							
Phase 2							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks: This test has particulate results.							
Results							
	<u>THC / IntTHC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	- / 0.002	0.006	0.000	178.7	0.002	0.000	57.649
(NMOG=NMHC)							
Fuel Economy							
	<u>Diesel MPG</u>	<u>Dyno Settings</u>		<u>Dyno #:</u> D329 - FWD			
Phase 1	56.93			Inertia: 3750			
				EPA Set Co A: 11.76			
				EPA Set Co B: 0.1557			
				EPA Set Co C: 0.01604			
				Emiss-Bench: Mexa 7200dle			
v101208 - d329 EPAVDAEm110526083728		Page 1 of 2		Print Time 26-May-2011 16:14			

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0128-006

Vehicle ID: 411 10208 /12

Results



	<u>THC / IntTHC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	- / 0.023	0.064	0.005	1829.1	0.021	0.003	1.087

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.72			
Avg Cell Temp (degF)	74.74			
Dew Point (degF)	50.89			
Specific Humidity (grains/lbm)	57.71			
NOx Corr Factor	0.9248			
CO2 Dilution Factor	15.117			
CFV Vmix (scf @68F)	4149.10			
Total Vmix (scf@68F)	4182.66			
CVS Flow Rate Avg (scfm)	325.38			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.10			
Distance (miles)	10.234			
Bag Analysis Time (secs)	125.2			

MFR Test Results

for Procedure 3 HWFE

<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>
1E+07	0.0009	0.01	0.005	170	0	0

<u>Odometer</u>	<u>MPG</u>	<u>PM</u>
3744 M	59.9	0.004

MPG is 5.22 % higher than EPA MPG

MFR Lab: Volkswagen AG, Dept EASZ/1

Dyno: 21

Fuel: 19 Cert Diesel 7-15 ppm Sulfur

NVFEL Laboratory Test Data							PARTICULATE	
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data								
Test Information			Test Date: 5/26/2011			Vehicle ID: 411 10208 /12		
			Key Start: 09:03:59			MFR Name VOLKSWAGEN		
			Fuel Container ID: F00022			MFR Codes: 590 VWX		
			Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur			Config #: 00		
			Test Procedure: 03 HWFET (hwfetprep_hwfet)			Transmission: S		
			Calculation Method: Diesel			Shift Schedule: A09980011		
			Pretest Remarks:			Beginning Odometer: 003847.0 MI		
						Drive Schedule: hwfet_hwfet		
All filter weights are corrected for buoyancy.								
Particulate	Filter Sampler	Filter No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Total Mass mg	Total Mass mg / mi	Filter comment
Phase 1	A	184313	138.9996	139.0025	0.00289	1.080	0.106	
	B	184314	138.2673	138.2742	0.00690	2.578	0.252	
	C	184315	135.9861	135.9953	0.00921	3.450	0.337	
Remarks:								
Phase 2								
Remarks:								
Phase 3								
Remarks:								
Phase 4								
Remarks: <u>This test has particulate results.</u>								
Average Results					Net Wt mg	Total Mass mg	Total Mass mg / mi	
Phase 1					0.00633	2.370	0.232	
All filter weights are corrected for buoyancy.								
Reference Filter Stability Check			Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Stability Check PASS/FAIL	Dyno #: D329 - FWD	
2% of Avg Net or 0.01 mg			No.				Inertia: 3750	
0.01			1	140.45454	140.44993	-0.00462	EPA Set Co A: 11.76	
			2	138.48357	138.48005	-0.00351	EPA Set Co B: 0.1557	
							EPA Set Co C: 0.01604	
Emissions Bench Mexa 7200dle								
v101208 - d329 EPAVDAEm110526083728			Page 1 of 2			Print Time 26-May-2011 16:14		

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**


Test Number: 2011-0128-006


Vehicle ID: 411 10208 /12

WEIGHING CHAMBER		Buoyancy	Operator	Chamber Temp	Dew Point	Barometer	Last Change in Status
	Timestamp	Factor	(id)	(°F)	(°F)	("Hg)	Status @ timestamp
Pre-test	5/25/11 15:10	1.0011065	021798	71.1	49.4	28.85	NORM @ 05/24/11 13:59:53
Post-test	5/26/11 10:46	1.0011036	021798	70.3	49.1	28.73	NORM @ 05/26/11 08:15:32

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.72			
Avg Cell Temp (degF)	74.74			
Dew Point (degF)	50.88			
Specific Humidity (grains/lbm)	57.71			
NOx Corr Factor	0.9248			
Dilution Factor	15.12			
CFV Vmix (scf @68F)	4149.10			
Sample Volume A (scf @68F)	11.204			
Sample Volume B (scf @68F)	11.195			
Sample Volume C (scf @68F)	11.164			
Sample Volume D (scf @68F)				
Sample Volume Average (scf @68F)	11.188			
Total Vmix (scf @68F)	4182.66			
Phase Time (sec)	765.10			
Distance (miles)	10.234			
PSU Probe A (degC)				
PSU Probe B (degC)				
PSU Probe C (degC)				
PSU Dil Air A (degC)	41.9			
PSU Dil Air B (degC)	44.5			
PSU Dil Air C (degC)	41.1			
PSU Filter A (degC)	45.4			
PSU Filter B (degC)	48.4			
PSU Filter C (degC)	46.2			
PSU Dil Flow A (lpm)	29.9			
PSU Dil Flow B (lpm)	29.9			
PSU Dil Flow C (lpm)	29.9			
PSU A Proportionality				
PSU B Proportionality				
PSU C Proportionality				

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0128-007		Vehicle ID: 411 10208 /12					
	Test Date: 5/26/2011		MFR Name VOLKSWAGEN				
	Key Start: 10:47:09		MFR Codes: 590 VWX				
	Fuel Container ID: F00022		Config #: 00				
	Fuel Type: 19 Cert Diesel 7-15 ppm Sulfur		Transmission: S				
	Test Procedure: 89 us062bag (us06warmup_2bagus06)		Shift Schedule: A09980041				
	Calculation Method: Diesel		Beginning Odometer: 003884.0 MI				
Pretest Remarks:		Drive Schedule: us06warmup_2bagus06					
Bag Data							
	THC / IntTHC	CO	NOx	CO2	CH4	NonMeth HC	
	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Phase 1							
Sample	7.831 / 7.829	0.463	0.169	0.681	2.127		
Ambient	7.907	0.077	0.020	0.043	2.215		
Net Concentration	0.326 / 0.325	0.390	0.150	0.640	0.025	0.297	
Remarks:							
Phase 2							
Sample	7.731 / 7.688	0.511	0.099	0.880	2.160		
Ambient	7.836	0.072	0.019	0.044	2.218		
Net Concentration	0.410 / 0.367	0.443	0.081	0.840	0.088	0.272	
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	THC / IntTHC	CO	NOx	CO2	CH4	NMHC	Vol MPG
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	- / 0.007	0.016	0.009	412.5	0.001	0.006	24.978
Phase 2	- / 0.003	0.008	0.002	235.6	0.001	0.002	43.728
Composite	0.00399	0.00970	0.00383	274.694	0.00083	0.00321	
						(NMOG=NMHC)	
Fuel Economy							
	Diesel MPG				Dyno Settings	Dyno #: D329 - FWD	
Phase 1	24.67				Inertia: 3750		
Phase 2	43.18				EPA Set Co A: 11.76		
					EPA Set Co B: 0.1557		
					EPA Set Co C: 0.01604		
Composite	37.00				Emiss-Bench: Mexa 7200dle		
v101208 - d329 EPAVDAEm110526102108							
Page 1 of 2				Print Time 26-May-2011 11:28			

NVFEL Laboratory Test Data							CVS	
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data								
Test Number: 2011-0128-007				Vehicle ID: 411 10208 /12				
	Results	<u>THC / IntTHC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
		(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
	Phase 1	- / 0.012	0.028	0.017	729.1	0.001	0.011	
	Phase 2	- / 0.020	0.049	0.014	1469.0	0.006	0.015	1.087
Test Conditions								
		<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>			
	Barometer (inHg)	28.73	28.73					
	Avg Cell Temp (degF)	74.67	74.93					
	Dew Point (degF)	52.25	52.20					
	Specific Humidity (grains/lbm)	60.71	60.59					
	NOx Corr Factor	0.9371	0.9366					
	CO2 Dilution Factor	19.653	15.209					
	CFV Vmix (scf @68F)	2199.77	3377.44					
	 CVS Flow Rate Avg (scfm)	 557.37	 555.20					
	Fan Placement: USO6 Only - One Large Fan - Down - Front							
	Phase Time (secs)	130.01	364.99	106.80				
	Distance (miles)	1.768	6.235					
	Bag Analysis Time (secs)	130.2	351.9					
 MFR Test Results for Procedure 90 US06								
	<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>	
	1E+07	0.0018	0.01	0.004	257	0	0	
	<u>Odometer</u>	<u>MPG</u>	<u>PM</u>		MFR Lab: Volkswagen AG, Dept EASZ/1			
	3769 M	39.6	0.001		Dyno: 21			
	MPG is 7.03 % higher than EPA MPG				Fuel: 19 Cert Diesel 7-15 ppm Sulfur			

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA;"Glas, Tobias (EASZ/1)" [tobias.glas@volkswagen.de]; Glas, Tobias (EASZ/1)" [tobias.glas@volkswagen.de]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 5/31/2011 7:14:12 PM
Subject: RE: 411 10208-12_5-26-11 Laboratory Test Data
william.rodgers@vw.com

Hello Jim,

Volkswagen has decided to accept the US06 and Highway tests for this vehicle.

We would like to request that the FTP rerun take place this week. Please let me know as soon as you have a test date/time scheduled.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, May 31, 2011 9:54 AM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Fw: 411 10208-12_5-26-11 Laboratory Test Data

Here's the Diesel Passat data. The FTP data was voided due to CH4 span check and will have to be rerun. Let me if VW accepts the US06 and Hwy.

I haven't seen any of the recent tests in Verify yet but hopefully we will later this morning.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 05/31/2011 09:46 AM -----

From:
Vincent Mazaitis/AA/USEPA/US

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
05/31/2011 08:16 AM

Subject:
411 10208-12_5-26-11 Laboratory Test Data

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com];
Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Schuetze, Michael (N/EA-521)"
[Michael.Schuetze@audi.de]
From: "Rodgers, William"
Sent: Tue 5/31/2011 7:29:05 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com

Hello Jim,

Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Schuetze, Michael (N/EA-521)" [Michael.Schuetze@audi.de]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; N=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 5/31/2011 8:44:50 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>
Date: 05/31/2011 03:30 PM
Subject: RE: Audi Q7 data

Hello Jim,
Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o\l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 6/1/2011 11:34:40 AM
Subject: RE: Audi Q7 data
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>

Ok thanks.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, May 31, 2011 4:45 PM
To: Rodgers, William
Cc: Schuetze, Michael (N/EA-521); Hart, Robert (VWoA); Mazaitis.Vincent@epamail.epa.gov
Subject: RE: Audi Q7 data

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Rodgers, William" <William.Rodgers@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Cc:
Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>

Date:
05/31/2011 03:30 PM

Subject:
RE: Audi Q7 data

Hello Jim,

Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/1/2011 1:20:24 PM
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 06/01/2011 09:15 AM
Subject: Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011
Manufacturer: VWX
Vehicle ID: 411 10208 /12
Vehicle Configuration: 0

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 6/1/2011 1:27:20 PM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Thanks for trying.

Please remind the lab to put it on a battery charger once it comes inside as discussed.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 01, 2011 9:20 AM
To: Rodgers, William
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From:
VerifyAdministrator@verify-as1.epa.gov

To:
Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA

Date:
06/01/2011 09:15 AM

Subject:
Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011

Manufacturer: VWX

Vehicle ID: 411 10208 /12

Vehicle Configuration: 0

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/1/2011 1:49:44 PM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

I sent them a note about charging.

I think we'll see the Q7 data in Verify today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/01/2011 09:27 AM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Thanks for trying.

Please remind the lab to put it on a battery charger once it comes inside as discussed.
Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 01, 2011 9:20 AM
To: Rodgers, William
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 06/01/2011 09:15 AM
Subject: Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011
Manufacturer: VWX
Vehicle ID: 411 10208 /12
Vehicle Configuration: 0

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 6/1/2011 1:51:18 PM
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)
<mailto:Snyder.Jim@epamail.epa.gov>

Cool thanks.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 01, 2011 9:50 AM
To: Rodgers, William
Subject: RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

I sent them a note about charging.

I think we'll see the Q7 data in Verify today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Rodgers, William" <William.Rodgers@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
06/01/2011 09:27 AM

Subject:
RE: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Thanks for trying.

Please remind the lab to put it on a battery charger once it comes inside as discussed.
Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 01, 2011 9:20 AM
To: Rodgers, William
Subject: Fw: Confirmatory Test Date assigned for (411 10208 /12 / 0)

Passat is scheduled for Tuesday. Sorry, they couldn't squeeze it in this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 06/01/2011 09:19 AM -----

From: VerifyAdministrator@verify-as1.epa.gov
To: Jim Snyder/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA
Date: 06/01/2011 09:15 AM
Subject: Confirmatory Test Date assigned for (411 10208 /12 / 0)

PLEASE DO NOT REPLY TO THIS EMAIL!

A Confirmatory Test Date has been set for the following vehicle :

Test Date : 06/07/2011
Manufacturer: VWX
Vehicle ID: 411 10208 /12
Vehicle Configuration: 0

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 6/2/2011 1:25:20 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>

Hi Jim,

Three of the four Q7 test results came through in Verify last night. It appears that the (89) US06 2-bag is MIA. Can you check on it or should I call the help desk?

Thanks, Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, May 31, 2011 4:45 PM
To: Rodgers, William
Cc: Schuetze, Michael (N/EA-521); Hart, Robert (VWoA); Mazaitis.Vincent@epamail.epa.gov
Subject: RE: Audi Q7 data

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>
Date: 05/31/2011 03:30 PM
Subject: RE: Audi Q7 data

Hello Jim,

Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/2/2011 2:35:25 PM
Subject: RE: Audi Q7 data
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>

I talked to the lab and they were already aware of it. the last US06 should appear today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/02/2011 09:25 AM
Subject: RE: Audi Q7 data

Hi Jim,
Three of the four Q7 test results came through in Verify last night. It appears that the (89) US06 2-bag is MIA. Can you check on it or should I call the help desk?
Thanks, Bill

From: Snyder.Jim@epamail.epa.gov [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Tuesday, May 31, 2011 4:45 PM
To: Rodgers, William
Cc: Schuetze, Michael (N/EA-521); Hart, Robert (VWoA); Mazaitis.Vincent@epamail.epa.gov
Subject: RE: Audi Q7 data

That's good but I think we should wait until the data appears in Verify first. I heard they fixed a bug that was holding up transfers.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Schuetze, Michael (N/EA-521)" <Michael.Schuetze@audi.de>

Date: 05/31/2011 03:30 PM
Subject: RE: Audi Q7 data

Hello Jim,
Audi has decided to accept the confirmatory test results for the Audi Q7 TDI, VID B3UG-TAQ. Please release the vehicle for pick up.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, May 26, 2011 5:16 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: Audi Q7 data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: David Good/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA; [Ex. 7]@vw.com]; oberts French/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA; [Ex. 7] [Ex. 7]@vw.com]; inc Wehrly/AA/USEPA/US@EPA; [Ex. 7] [Ex. 7]@vw.com]; [Ex. 7]@vw.com]; [Ex. 7]@lamborghini.com]
From: [Ex. 7]
Sent: Thur 6/2/2011 4:00:27 PM
Subject: Lamborghini Roadster Suppress from Fuel Economy Guide
[winmail.dat](#)
[message body.rtf](#)

Hello Dave;

Sorry about all the fuss about this Lamborghini model and the communication that EPA got from the Lamborghini agency. As you know our office labeled the Aventador Coupe and Aventador Roadster (carline 476) back in January with a release date of February 28th. This was all good at that time. Today we learned that the Aventador Roadster will most likely not be built during the 2012 production year, but more likely as the 2013 model year starts production. Since this 2012 Roadster model will most likely not be available, we request that it be suppressed or removed from the online fuel economy guide.

Once we get the litmus test issues from Verify resolved, as we are having trouble to enter new labels and correct already issued labels into Verify, I will change the release date of the Lamborghini Aventador Roadster, label index 06.

If you have any questions, please call me.

Best regards,

[Ex. 7]
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

[Ex. 7]
Ex. 7

To: David Good/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; oberts French/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; inc Wehrly/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; Kata, Leonard" [Leonard.Kata@vw.com]; Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]; Baraldi Andrea" [andrea.baraldi@lamborghini.com]
From: "Thomas, Richard (EEO)"
Sent: Thur 6/2/2011 4:00:27 PM
Subject: Lamborghini Roadster Suppress from Fuel Economy Guide
Richard.Thomas@VW.com

Hello Dave;

Sorry about all the fuss about this Lamborghini model and the communication that EPA got from the Lamborghini agency. As you know our office labeled the Aventador Coupe and Aventador Roadster (carline 476) back in January with a release date of February 28th. This was all good at that time. Today we learned that the Aventador Roadster will most likely not be built during the 2012 production year, but more likely as the 2013 model year starts production. Since this 2012 Roadster model will most likely not be available, we request that it be suppressed or removed from the online fuel economy guide.

Once we get the litmus test issues from Verify resolved, as we are having trouble to enter new labels and correct already issued labels into Verify, I will change the release date of the Lamborghini Aventador Roadster, label index 06.

If you have any questions, please call me.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

To: Justin Cohen/DC/USEPA/US@EPA;"Thomas, Richard (EEO)" [Richard.Thomas@vw.com]; Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
Cc: Karl Simon/DC/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA[]; inc Wehrly/AA/USEPA/US@EPA[]
From: "Kohnen, Christoph (VWGoA)"
Sent: Mon 6/6/2011 4:57:05 PM
Subject: RE: Posting of 2012 Lamborghini Aventador Roadster

Justin,

Thanks for your note.

I have no issues with the text and will forward it to the colleagues from Lamborghini for their opinion.
Hope I can get back to you soon.

Best Regards

Christoph

Dr. Christoph Kohnen

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4201
Cell: (248) 408-7548
FAX: (248) 754-4207
E-Mail: christoph.kohnen@vw.com

-----Original Message-----

From: Cohen.Justin@epamail.epa.gov [mailto:Cohen.Justin@epamail.epa.gov]
Sent: Monday, June 06, 2011 12:26 PM
To: Kohnen, Christoph (VWGoA); Thomas, Richard (EEO)
Cc: Simon.Karl@epamail.epa.gov; Wehrly.Linc@epamail.epa.gov
Subject: Posting of 2012 Lamborghini Aventador Roadster

Thanks for the call Friday. It was great to touch base and compare notes a little bit. And I apologize for the delay in my follow-up. (In fact, hopefully the issue has started to blow over by now...!)

As promised, pasted below is a distillation of what transpired from our program experts. It has been reviewed and approved by Linc and Karl, who green-lighted my sharing it with you directly (as you can tell this is all a little outside my lane). The language could be helpful facts and fodder to draw from, in the unlikely event we have to field any questions regarding EPA "leaking" information. Also, any responses would be filtered through the agency's broader press office

As we discussed last week, please reply w/ your PR contact, and let us know if in your view there's any inaccuracies and if you're able to

share any language you've prepared or whether you'll riff from this.

Thanks much! I think it will be helpful to everyone to be on the same page.

Through websites like www.fueleconomy.gov, EPA is committed to providing consumers with the best fuel economy and environmental information possible to help consumers comparison shop for a new vehicle. EPA periodically updates fuel economy information into www.fueleconomy.gov as it becomes available from the manufacturers. The manufacturers provide EPA with a date, known as the release date, when the information has been cleared to be released to the public. EPA only updates the website with fuel economy information after the release date has passed. For the latest fuel economy information update, VW/Lamborghini provided Feb. 28, 2011 as the public release date for such information regarding its model year (MY) 2012 Lamborghini Aventador Roadster. Based on this release date, EPA provided the appropriate information for posting on www.fueleconomy.gov in our initial release of MY 2012 data. This is in keeping with the agency's standard operating procedure for all cars and light trucks. VW/Lamborghini recently decided that the launch of the vehicle in question will be delayed for this model year. As such, on June 2, 2011, they asked EPA to pull that particular model from www.fueleconomy.gov, which we did. Thus in both cases, EPA acted based on specific requests from the manufacturer.

Justin Cohen
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
phone: (202) 564-1643
fax: (202) 564-1686

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/6/2011 9:00:20 PM
Subject: cert req
Hotspot

Bill, this the cert request that you need to re-submit per my phone message. CVWXT03.6U76

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Tue 6/7/2011 11:07:24 AM
Subject: RE: cert req

Jim,

Thanks for the heads up. Mike Giles will handle the resubmission this morning.

PS – the letter of explanation we owe you for the TTRS start up procedure is being reviewed by Ex. 7 so I hope to get that to you today.

Ex. 7

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, June 06, 2011 5:00 PM
To: Ex. 7
Subject: cert req

Ex. 7 this is the cert request that you need to re-submit per my phone message. CVWXT03.6U76

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 6/7/2011 1:39:12 PM
Subject: TTRS Start up procedure
Vehicle Start Procedure for EPA - C3UK AMQ 2sec delay.doc
william.rodgers@vw.com

Jim,

As discussed here is the updated start up procedure for the TTRS.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

Vehicle ID: C3UK – AMQ

Starting Instructions:

- Place gearshift lever into “ NEUTRAL “
- Apply the parking brake (brake handle in center console)
- Press the clutch pedal to the very far end
- Turn ignition key to “Ignition On” position. Wait at least 2 seconds before starting the engine by turning ignition key to “Start” position. Thereafter release the key.

Location of Fuel Tank Drain Hoses:

- Two rubber hoses to the right of the passenger seat (one rubber hose for each chamber of the saddle fuel tank).

Location of Fuel Filler Door and Trunk Lid Release:

- Two buttons on the left door panel below the armrest with corresponding symbols

Engine hood release:

- Lever on the A-pillar

Traction Control:

- TCS is deactivated as well as Anti Lock Brake.
No special button must be pushed.
Please ignore all the Warning Lights and Symbols (TPMS, TCS, ABS, BRAKE) on the dashboard illuminated as a consequence of the conversion to front wheel drive as well as the potential warning buzzer.

Gearshift Pattern:

- Regular 6-speed gearshift pattern with neutral position in shift lane 34.
To go into reverse you have to push the gearshift lever down.

R	1	3	5
	2	4	6

Fan Placement:

- Centered in front of the car

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 2:00:30 PM
Subject:

The Audi TTRS will run at 7 tomorrow morning.

There seems some confusion with fan position between the vehicle sheet and the representative. You might want to ask Carl Heinz what he wants on the TTRS. I don't remeber if it was an issue on it or just the Q7.

I have the start sheet, thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 6/7/2011 2:27:59 PM
Subject: RE:

Jim,

The cooling fan should be positioned slightly tilted upward to avoid air flow escaping under the car. This was previously done by your lab tech. at the request of Karlheinz.

Thanks,

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 07, 2011 10:01 AM
To: Rodgers, William
Subject:

The Audi TTRS will run at 7 tomorrow morning.

There seems some confusion with fan position between the vehicle sheet and the representative. You might want to ask Carl Heinz what he wants on the TTRS. I don't remeber if it was an issue on it or just the Q7.

I have the start sheet, thanks.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Thomas, Richard (EEO)" [Richard.Thomas@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 6:40:51 PM
Subject: Re: FW: 2012 Lamborghini Label Index #65

I caught up with Bob , All test data will be re-loaded including EPA LOD data and even older data migrated from CFEIS. So the C/O data should appear. Give it another day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA, Robert Peavyhouse/AA/USEPA/US@EPA
Date: 05/31/2011 06:39 AM
Subject: FW: 2012 Lamborghini Label Index #65

Hello Jim;

As you can see from the mail below and the Verify help desk response, the EPA will have to repair the EPA confirmatory test to eliminate the bag 1 results from the test (#9ADX09010216). This new rule, that has affected most of our SC03 and Highway tests, does not permit a value to be entered in Bag 1. We had to fix several manufacture tests in order for the 2012 labels to be accepted into Verify. We are unable or permitted to change the data in an EPA test. Could you please investigate and let me know the outcome?

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

-----Original Message-----

From: Savannah Strong [mailto:ssstrong@csc.com] On Behalf Of Verify Help

Desk
Sent: Friday, May 27, 2011 3:34 PM
To: Thomas, Richard (EEO)
Subject: Re: 2012 Lamborghini Label Index #65

Richard,

The rule is new since last friday's deployment. You will have to refer a different test or discuss this with your EPA cert.

Savannah

Verify Help Desk
Staffed by Computer Sciences Corporation, Contractor to the
Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Thomas, Richard
(EEO)"
<Richard.Thomas@v
To w.com> Verify Help Desk@CSC
cc 05/26/2011 07:46 <Good.David@epamail.epa.gov>,
AM <snyder.jim@epa.gov>
Subject 2012 Lamborghini Label Index #65

Hello Vince;

The attached scan has the Verify error report for this Lamborghini Gallardo index #65. It was not accepted because the highway test has bag 1 values and they should not be there. We cannot change this data because it was an EPA confirmatory test. Who is responsible for correcting this old 2009 EPA test? I am sure there are a number of other EPA tests that must be corrected.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

(See attached file: 20110526073341135.pdf)

[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US] [attachment "20110526073341135.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 6/7/2011 7:04:30 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 6/7/2011 10:20:53 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Wed 6/8/2011 10:36:37 AM
Subject: RE: FW: 2012 Lamborghini Label Index #65
<mailto:Ex.6@csc.com>

That Bob really knows his stuff, doesn't he? We have one of those Bob types, here too.

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, June 07, 2011 2:41 PM
To: Thomas, Richard (EEO)
Subject: Re: FW: 2012 Lamborghini Label Index #65

I caught up with Bob , All test data will be re-loaded including EPA LOD data and even older data migrated from CEFEIS. So the C/O data should appear. Give it another day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Thomas, Richard (EEO)" <Richard.Thomas@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Cc:
David Good/AA/USEPA/US@EPA, Robert Peavyhouse/AA/USEPA/US@EPA

Date:
05/31/2011 06:39 AM

Subject:
FW: 2012 Lamborghini Label Index #65

Hello Jim;

As you can see from the mail below and the Verify help desk response, the EPA will have to repair the EPA confirmatory test to eliminate the bag 1 results from the test (#9ADX09010216). This new rule, that has affected most of our SC03 and Highway tests, does not permit a value to be entered in Bag 1. We had to fix several manufacture tests in order for the 2012 labels to be accepted into Verify. We are unable or permitted to change the data in an EPA test. Could you please investigate and let me know the outcome?

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

-----Original Message-----

From: [REDACTED] Ex. 6 [REDACTED]@csc.com] On Behalf Of Verify Help Desk
Sent: Friday, May 27, 2011 3:34 PM
To: Thomas, Richard (EEO)
Subject: Re: 2012 Lamborghini Label Index #65

Richard,

The rule is new since last friday's deployment. You will have to refer a different test or discuss this with your EPA cert.

Ex. 6

Verify Help Desk
Staffed by Computer Sciences Corporation, Contractor to the
Environmental Protection Agency

This is a PRIVATE message. If you are not the intended recipient, please delete without copying and kindly advise us by e-mail of the mistake in delivery. NOTE: Regardless of content, this e-mail shall not operate to bind CSC to any order or other contract unless pursuant to explicit written agreement or government initiative expressly permitting the use of e-mail for such purpose.

"Thomas, Richard
(EEO)"
<Richard.Thomas@v
To w.com> Verify Help Desk@CSC

cc
05/26/2011 07:46 <Good.David@epamail.epa.gov>,
AM <snyder.jim@epa.gov>

Subject
2012 Lamborghini Label Index #65

Hello: **Ex. 6**

The attached scan has the Verify error report for this Lamborghini Gallardo index #65. It was not accepted because the highway test has bag 1 values and they should not be there. We cannot change this data because it was an EPA confirmatory test. Who is responsible for correcting this old 2009 EPA test? I am sure there are a number of other EPA tests that must be corrected.

Thanks,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213

Fax: 248 754-4207
Richard.Thomas@VW.com

(See attached file: 20110526073341135.pdf)
[attachment "winmail.dat" deleted by Jim Snyder/AA/USEPA/US] [attachment "message_body.rtf" deleted by Jim Snyder/AA/USEPA/US] [attachment "20110526073341135.pdf" deleted by Jim Snyder/AA/USEPA/US]

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/8/2011 1:39:54 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

Okay, I finally remembered to delete the requests this morning. You can re-submit them and they should be fine.

The same problem that kept the STP composite calculated values from showing also effected the CSI data printouts in the Part One Application pdf files of the VW and 2 Audi applications that just denied. Those Part One pdf files will need to be revised with new CSI summaries printouts. I don't think you need to wait on re-submitting the Cert request over revising the pdf if you are running tight on the certificate timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/07/2011 06:20 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 6/8/2011 1:39:54 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

Okay, I finally remembered to delete the requests this morning. You can re-submit them and they should be fine.

The same problem that kept the STP composite calculated values from showing also effected the CSI data printouts in the Part One Application pdf files of the VW and 2 Audi applications that just denied. Those Part One pdf files will need to be revised with new CSI summaries printouts. I don't think you need to wait on re-submitting the Cert request over revising the pdf if you are running tight on the certificate timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/07/2011 06:20 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]
Cc: CN=Karl Simon/OU=DC/O=USEPA/C=US@EPA;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Justin Cohen/OU=DC/O=USEPA/C=US
Sent: Wed 6/8/2011 1:52:08 PM
Subject: RE: Posting of 2012 Lamborghini Aventador Roadster
www.fueleconomy.gov
www.fueleconomy.gov
www.fueleconomy.gov
www.fueleconomy.gov

Christoph,

Great! Thank you for the reply. Karl, Linc, and I are fine with the edited language.

We'll recommend that the agency use these agreed upon facts as a guidepost if we're asked about this matter.

And thank you for providing the points of contact for Lamborghini

Please don't hesitate to get in touch if there's opportunities to further coordinate on this.

,

Justin Cohen
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
phone: (202) 564-1643
fax: (202) 564-1686

From: "Kohnen, Christoph (VWGoA)" <christoph.kohnen@vw.com>
To: Justin Cohen/DC/USEPA/US@EPA
Cc: Karl Simon/DC/USEPA/US@EPA, Linc Wehrly/AA/USEPA/US@EPA
Date: 06/07/2011 04:50 PM
Subject: RE: Posting of 2012 Lamborghini Aventador Roadster

Justin,

After some internal discussions with our colleagues from Lamborghini we came to the conclusion that we would like to ask for some minor modifications of your initial statement. Please see enclosed the modified and underlined section.

If press will call Lamborghini the answer will match this enclosed statement.

For Lamborghini the press contact is Kevin Fisher [Kevin.Fisher@centigrade.com]. If customers call in and ask for more details your statement may be that they should contact the local/next Lamborghini dealer to get more updates.

Through websites like www.fueleconomy.gov, EPA is committed to providing consumers with the best

fuel economy and environmental information possible to help consumers comparison shop for a new vehicle. EPA periodically updates fuel economy information into www.fueleconomy.gov as it becomes available from the manufacturers. The manufacturers provide EPA with a date, known as the release date, when the information has been cleared to be released to the public. EPA only updates the website with fuel economy information after the release date has passed. For the latest fuel economy information update, Lamborghini provided Feb. 28, 2011 as the public release date for such information regarding its model year (MY) 2012 Lamborghini Aventador Roadster. Based on this release date, EPA provided the appropriate information for posting on www.fueleconomy.gov in our initial release of MY 2012 data. This is in keeping with the agency's standard operating procedure for all cars and light trucks. Lamborghini's submission of this information was premature and they recently informed us that no final decision has been made on the production of an Aventador Roadster. As such, on June 2, 2011, they asked EPA to pull that particular model from www.fueleconomy.gov, which we did. Thus in both cases, EPA acted based on specific requests from the manufacturer.

Please let me know your thoughts. Thanks!

Best regards

Christoph

Dr. Christoph Kohnen

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Phone: (248) 754-4201
Cell: (248) 408-7548
FAX: (248) 754-4207
E-Mail: christoph.kohnen@vw.com

-----Original Message-----

From: Cohen.Justin@epamail.epa.gov [mailto:Cohen.Justin@epamail.epa.gov]
Sent: Monday, June 06, 2011 12:26 PM
To: Kohnen, Christoph (VWGoA); Thomas, Richard (EEO)
Cc: Simon.Karl@epamail.epa.gov; Wehrly.Linc@epamail.epa.gov
Subject: Posting of 2012 Lamborghini Aventador Roadster

Thanks for the call Friday. It was great to touch base and compare notes a little bit. And I apologize for the delay in my follow-up. (In fact, hopefully the issue has started to blow over by now....!)

As promised, pasted below is a distillation of what transpired from our program experts. It has been reviewed and approved by Linc and Karl, who green-lighted my sharing it with you directly (as you can tell this is all a little outside my lane). The language could be helpful facts and fodder to draw from, in the unlikely event we have to field any questions regarding EPA "leaking" information. Also, any responses would be filtered through the agency's broader press office

As we discussed last week, please reply w/ your PR contact, and let us

know if in your view there's any inaccuracies and if you're able to share any language you've prepared or whether you'll riff from this.

Thanks much! I think it will be helpful to everyone to be on the same page.

Through websites like www.fueleconomy.gov, EPA is committed to providing consumers with the best fuel economy and environmental information possible to help consumers comparison shop for a new vehicle. EPA periodically updates fuel economy information into www.fueleconomy.gov as it becomes available from the manufacturers. The manufacturers provide EPA with a date, known as the release date, when the information has been cleared to be released to the public. EPA only updates the website with fuel economy information after the release date has passed. For the latest fuel economy information update, VW/Lamborghini provided Feb. 28, 2011 as the public release date for such information regarding its model year (MY) 2012 Lamborghini Aventador Roadster. Based on this release date, EPA provided the appropriate information for posting on www.fueleconomy.gov in our initial release of MY 2012 data. This is in keeping with the agency's standard operating procedure for all cars and light trucks. VW/Lamborghini recently decided that the launch of the vehicle in question will be delayed for this model year. As such, on June 2, 2011, they asked EPA to pull that particular model from www.fueleconomy.gov, which we did. Thus in both cases, EPA acted based on specific requests from the manufacturer.

Justin Cohen
U.S. Environmental Protection Agency
Office of Transportation and Air Quality
phone: (202) 564-1643
fax: (202) 564-1686

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: "Giles, Michael"
Sent: Wed 6/8/2011 6:05:29 PM
Subject: VW Group - Certificate Request CVWXV02.0U36

Hi Jim,

Thanks for the note. I re-submitted test group information for CVWXV02.0U36 as well as the certificate request. I will update the application CSI later this week.

- Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 08, 2011 9:40 AM
To: Snyder.Jim@epamail.epa.gov
Cc: Giles, Michael; Hart, Robert (VWoA); Rodgers, William
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

Okay, I finally remembered to delete the requests this morning. You can re-submit them and they should be fine.

The same problem that kept the STP composite calculated values from showing also effected the CSI data printouts in the Part One Application pdf files of the VW and 2 Audi applications that just denied. Those Part One pdf files will need to be revised with new CSI summaries printouts. I don't think you need to wait on re-submitting the Cert request over revising the pdf if you are running tight on the certificate timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
Jim Snyder/AA/USEPA/US

To:
"Giles, Michael" <michael.giles@vw.com>

Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>
Date: 06/07/2011 06:20 PM
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 06/07/2011 03:04 PM
Subject: VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 6/8/2011 6:45:50 PM
Subject: RE: VW Group - Certificate Request Denials

Jim,

The revised applications and new certificate requests have been processed.

Thanks,

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, June 08, 2011 9:40 AM
To: Snyder.Jim@epamail.epa.gov
Cc: Giles, Michael; Hart, Robert (VWoA); Rodgers, William
Subject: Re: VW Group - CVWXT03.6U76 Certificate Request

Okay, I finally remembered to delete the requests this morning. You can re-submit them and they should be fine.

The same problem that kept the STP composite calculated values from showing also effected the CSI data printouts in the Part One Application pdf files of the VW and 2 Audi applications that just denied. Those Part One pdf files will need to be revised with new CSI summaries printouts. I don't think you need to wait on re-submitting the Cert request over revising the pdf if you are running tight on the certificate timing.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Giles, Michael" <michael.giles@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Rodgers, William" <William.Rodgers@vw.com>

Date:

06/07/2011 06:20 PM

Subject:

Re: VW Group - CVWXT03.6U76 Certificate Request

It looked okay. I approved it. I will deny the others and you can re-submit them.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:

"Giles, Michael" <michael.giles@vw.com>

To:

Jim Snyder/AA/USEPA/US@EPA

Cc:

"Rodgers, William" <William.Rodgers@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>

Date:

06/07/2011 03:04 PM

Subject:

VW Group - CVWXT03.6U76 Certificate Request

Hello Jim,

Today we re-submitted the certificate request for test group CVWXT03.6U76. The original request was rejected. I believe this should be ok now, but please let me know if any other changes are required.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: william.rodgers@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 11:31:03 AM
Subject: C3UK-AMQ 6-8-2011
C3UK-AMQ 6-8-2011.pdf

Good morning Bill,

As per our phone conversation this morning, please find enclosed the Laboratory Test Data for the Subject vehicle.

If you have any questions, please let Jim or me know.

Thanks,

Vince Mazaitis

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-026

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 6/8/2011
Key Start / Hot Soak: 08:31:59 / 10:01
Fuel Container ID: F00023
Fuel Type: 61 Tier 2 Cert Test Fuel
Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa
Calculation Method: Gasoline
Pretest Remarks:

MFR Name: AUDI
MFR Codes: 640 ADX
Config #: 00
Transmission: MANUAL
Shift Schedule: A06400022
Beginning Odometer: 004380.0 MI
Drive Schedule: ftp3bag
Soak Period: 17.5 hours

Bag Data

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Phase 1						
Sample	8.005	40.692	1.872	1.089	2.566	
Ambient	2.238	0.357	0.014	0.047	2.063	
Net Concentration	5.950	40.364	1.859	1.045	0.671	5.221

Remarks:

Phase 2

Sample	2.626	1.459	0.266	0.736	1.948	
Ambient	2.233	0.044	0.010	0.047	2.071	
Net Concentration	0.515	1.417	0.257	0.692	-0.009	0.515

Remarks:

Phase 3

Sample	2.606	10.902	0.158	0.935	2.118	
Ambient	2.278	0.034	0.007	0.046	2.060	
Net Concentration	0.487	10.870	0.152	0.892	0.202	0.267

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks: This test has particulate results.

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.076	1.044	0.074	424.9	0.010	0.067 / 0.070	20.915
Phase 2	0.011	0.058	0.016	447.7	0.000	0.011 / 0.011	19.933
Phase 3	0.006	0.280	0.006	361.9	0.003	0.003 / 0.004	24.634
Weighted	0.02296	0.32383	0.02550	419.353	0.00288	(NMOG=1.04xNMHC) 0.0203 / 0.0211	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #: D329 - FWD
Phase 1	20.87		Inertia: 3750
Phase 2	19.89		EPA Set Co A: 12.52
Phase 3	24.58		EPA Set Co B: 0.0882
			EPA Set Co C: 0.02124
Weighted	21.22		Emiss-Bench: Mexa 7200dle

v101208 - d329 EPAVDAEm110608074621

Page 1 of 2

Print Time 08-Jun-2011 13:51

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-026

Vehicle ID: C3UK-AMQ

Results	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.274	3.751	0.267	1526.7	0.036	0.240	1.087
Phase 2	0.041	0.225	0.063	1726.0	0.000	0.041	
Phase 3	0.022	1.007	0.022	1298.9	0.011	0.012	



Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (InHg)	28.95	28.95	28.95	
Avg Cell Temp (degF)	74.42	75.10	75.27	
Dew Point (degF)	52.63	52.75	52.68	
Specific Humidity (grains/lbm)	61.10	61.38	61.22	
NOx Corr Factor	0.9387	0.9398	0.9392	
CO2 Dilution Factor	12.253	18.199	14.311	
CFV Vmix (scf @68F)	2796.30	4777.34	2786.95	
Total Vmix (scf@68F)	2818.56	4815.67	2809.21	
CVS Flow Rate Avg (scfm)	331.12	329.51	330.01	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.70	869.90	506.70	
Distance (miles)	3.593	3.856	3.589	
Bag Analysis Time (secs)	1003.8	247.3	140.1	

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0307	0.48	0.01	391	0	0.0258

Odometer
4157 M

MPG
22.7

MPG is 6.96 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

NVFEL Laboratory Test Data

PARTICULATE

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0170-026

Vehicle ID: C3UK-AMQ

Test Information



Test Date: 6/8/2011

Key Start: 08:31:59 / 10:01

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 21 Federal fuel 2-day exhaust (w/can loa

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

ADX

Config #: 00

Transmission: MANUAL

Shift Schedule: A06400022

Beginning Odometer: 004380.0 MI

Drive Schedule: ftp3bag

Soak Period: 17.5 hours

All filter weights are corrected for buoyancy.

Particulate	Filter Sampler	Filter No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Total Mass mg	Total Mass mg / ml	Filter comment
Phase 1	A	184001	136.3177	136.3688	0.05112	19.388	5.396	
	B	184002	137.6702	137.7220	0.05183	19.702	5.483	
	C	184007	135.3500	135.3956	0.04562	17.359	4.831	

Remarks:

Phase 2	A	184211	138.4124	138.4445	0.03210	12.104	3.139	
	B	184212	137.8821	137.9097	0.02760	10.404	2.698	
	C	184213	135.4058	135.4336	0.02780	10.472	2.716	

Remarks:

Phase 3	A	184348	139.3521	139.3779	0.02580	9.763	2.720	
	B	184349	138.6200	138.6453	0.02530	9.578	2.668	
	C	184398	137.1365	137.1618	0.02530	9.578	2.669	

Remarks:

Phase 4

Remarks: This test has particulate results.

Average Results

	Net Wt mg	Total Mass mg	Total Mass mg / ml
Phase 1	0.04952	18.816	5.237
Phase 2	0.02917	10.993	2.851
Phase 3	0.02546	9.640	2.686

All filter weights are corrected for buoyancy.

Weighted All Filters:

3.30049

Reference Filter Stability Check

2% of Avg Net or 0.01 mg	No.	Tare (Pre Wt)	Gross (Post Wt)	Net Wt mg	Stability Check	Dyno #: D329 - FWD
0.01	1	137.00886	137.00903	0.00017	PASS/FAIL	Inertia: 3750
	2	138.21750	138.21667	-0.00083	PASS	EPA Set Co A: 12.52
						EPA Set Co B: 0.0882
						EPA Set Co C: 0.02124

Emissions Bench Mexa 7200dle

**NVFEL Laboratory Test Data****PARTICULATE****Final Laboratory Test Results- Refer to VERIFY Reports for Official Data**

Test Number: 2011-0170-026

Vehicle ID: C3UK-AMQ

Post-Test: 2570170-025					Vehicle ID: C50K-AMQ		
WEIGHING CHAMBER		<u>Buoyancy</u>	<u>Operator</u>	<u>Chamber Temp</u>	<u>Dew Point</u>	<u>Barometer</u>	<u>Last Change in Status</u>
	Timestamp	Factor	(Id)	(°F)	(°F)	(°Hg)	Status @ timestamp
Pre-test	6/7/11 14:57	1.0011096	022298	70.9	49.6	28.92	NORM @ 06/07/11 14:26:48
Post-test	6/8/11 12:36	1.0011101	022298	71	48.6	28.94	NORM @ 06/07/11 14:26:48

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.95	28.95	28.95	
Avg Cell Temp (degF)	74.42	75.10	75.27	
Dew Point (degF)	52.63	52.75	52.68	
Specific Humidity (grains/lbm)	61.10	61.38	61.22	
NOx Corr Factor	0.9387	0.9398	0.9392	
Dilution Factor	12.25	18.20	14.31	
CFV Vmix (scf @68F)	2796.30	4777.34	2786.95	
Sample Volume A (scf @68F)	7.432	12.773	7.423	
Sample Volume B (scf @68F)	7.414	12.775	7.419	
Sample Volume C (scf @68F)	7.407	12.784	7.419	
Sample Volume D (scf @68F)				
Sample Volume Average (scf @68F)	7.418	12.777	7.420	
Total Vmix (scf @68F)	2818.56	4815.67	2809.21	
Phase Time (sec)	506.70	869.90	506.70	
Distance (miles)	3.593	3.856	3.589	
PSU Probe A (degC)				
PSU Probe B (degC)				
PSU Probe C (degC)				
PSU Dil Air A (degC)	42.0	41.7	41.7	
PSU Dil Air B (degC)	44.4	43.9	43.8	
PSU Dil Air C (degC)	40.8	40.6	40.5	
PSU Filter A (degC)	44.1	45.5	45.6	
PSU Filter B (degC)	47.2	47.0	45.7	
PSU Filter C (degC)	44.3	44.8	44.4	
PSU Dil Flow A (lpm)	29.9	29.9	29.9	
PSU Dil Flow B (lpm)	29.9	29.9	29.9	
PSU Dil Flow C (lpm)	30.0	29.9	29.8	
PSU A Proportionality				
PSU B Proportionality				
PSU C Proportionality				

To: richard.thomas@vw.com[]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 2:20:18 PM
Subject: NHTSA footprint measurement procedure attached
[NHTSA footprint TP-537-01.pdf](#)

Richard,

Regarding base tires, see page 17, parag G. [I'm not sure what NHTSA does if they can't find a vehicle equipped with the base tires.]

Regards

To: [REDACTED]@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 5:31:12 PM
Subject: CREE questions

[REDACTED] I got your voice mail but my notes just aren't good enough. Could you list your questions in an email? I think its more than I can handle over the phone.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Thur 6/9/2011 7:18:09 PM
Subject: Vehicle releases
william.rodgers@vw.com

Hello Jim,

Please release the VW Passat and Audi TTRS test vehicles. We hope to pick them up on Friday (tomorrow) and/or Monday.

The Verify results came in today for the TTRS.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o\ _ /o)

To: verifyhelp@csc.com[verifyhelp@csc.com]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Thur 6/9/2011 8:07:18 PM
Subject: Found yet another glitch in the new Verify System release.
LightDutyCertificationDataSubmission.xml

Problem: For diesels the EPA performs two US06 tests (A one bag test as the Confirmatory Test for certification with PM measurement and one as a two bag test for fuel economy without PM measurement.). The PM is needed for the PM Comp calculation and the two bag test is needed for the Litmus Test for fuel economy.

The problem is you get the error message below for the US06 test number entered in the Litmus Test section when the required two bag test (w/o PM measurement) number is entered. PM is not required for the Litmus Test, so this business rule should not apply to the Litmus test entries.

I have submitted Test Group Info xml files with all combinations of the US06 test numbers. I get back either the error message below or the a CSI file with N/A in the Litmus Test fields. Neither is acceptable.

- Submission
 - o Document Name: LightDutyCertificationDataSubmission.xml
 - o Transaction Id: _cbff36da-9b4c-46be-970c-380911f2f633
 - o Date Originally Submitted: 06/09/2011

Transaction Status Identifier : REJECTED

Transaction Message Text : LD-CERT-TG-BR080b - If the SFTP Compliance Indicator (TG-216.8) is 'Y' (Yes) and there is an exhaust emission standard entered with the emission name (TG-209) of PM-COMP (PM SFTP Composite), then the US06 test number (TG-218) must identify a test that has a PM emission result (TI-19). (Test Number: CVWX91000952 Emission Results Found: [HC-TOTAL, NOX, NMOG, HC-NM+NOX, FE BAG 2, HC-NM, CO2, CO, METHANE, FE BAG 1, MFR FE])

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;CN=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]; N=Ben Haynes/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 8:37:09 PM
Subject: Re: VW and Audi Vehicle releases
william.rodgers@vw.com

Bill, I assume this means Audi accepts the FE values? I signed off on the two vehicles but I don't know where the keys are and who will be here to contact Friday. I think you are better off waiting to Monday when we are all here.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 06/09/2011 03:19 PM
Subject: Vehicle releases

Hello Jim,
Please release the VW Passat and Audi TTRS test vehicles. We hope to pick them up on Friday (tomorrow) and/or Monday.
The Verify results came in today for the TTRS.

Thanks,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 6/9/2011 10:30:04 PM
Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 6/10/2011 11:13:39 AM
Subject: RE: VW and Audi Vehicle releases
william.rodgers@vw.com

Yes we will accept the results for the Audi TTRS.

Thanks,

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, June 09, 2011 4:37 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov; Haynes.Ben@epamail.epa.gov
Subject: Re: VW and Audi Vehicle releases

Bill, I assume this means Audi accepts the FE values? I signed off on the two vehicles but I don't know where the keys are and who will be here to contact friday. I think you are better off waiting to Monday when we are all here.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 06/09/2011 03:19 PM
Subject: Vehicle releases

Hello Jim,

Please release the VW Passat and Audi TTRS test vehicles. We hope to pick them up on Friday (tomorrow) and/or Monday.

The Verify results came in today for the TTRS.

Thanks,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 6/10/2011 11:58:33 AM
Subject: RE: Audi cert request
william.rodgers@vw.com

Jim,

The Audi TTRS (CADXV02.53UK, VID 3UK-AMQ) was one of those certificate requests denied. I resubmitted the Application with the new CSI.

The Cert. Request was resubmitted as non-conditional because we had just completed and passed the confirmatory tests.

The application and CSI will be updated with the new confirmatory test results at the update time as originally planned. Let me know if you need that done now instead.

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, June 09, 2011 6:30 PM
To: Rodgers, William
Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/13/2011 12:59:43 PM
Subject: Re: Vehicle pick up
william.rodgers@vw.com

Ok. I informed Ben that you are coming today.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 06/13/2011 08:36 AM
Subject: Vehicle pick up

Hi Jim,
Just a reminder that we plan to pick up both the VW Passat TDI and Audi TTRS test vehicles today. Please make sure the keys are with Security.

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 6/13/2011 1:04:07 PM
Subject: FW: Audi cert request
william.rodgers@vw.com

Jim,

Did you need me to resubmit anything on this?

Bill

From: Rodgers, William
Sent: Friday, June 10, 2011 7:59 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Audi cert request

Jim,

The Audi TTRS (CADXV02.53UK, VID 3UK-AMQ) was one of those certificate requests denied. I resubmitted the Application with the new CSI.

The Cert. Request was resubmitted as non-conditional because we had just completed and passed the confirmatory tests.

The application and CSI will be updated with the new confirmatory test results at the update time as originally planned. Let me know if you need that done now instead.

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, June 09, 2011 6:30 PM

To: Rodgers, William

Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/13/2011 1:20:56 PM
Subject: Re: FW: Audi cert request
william.rodgers@vw.com

No. I think I just need to look at it again.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 06/13/2011 09:04 AM
Subject: FW: Audi cert request

Jim,
Did you need me to resubmit anything on this?

Bill

From: Rodgers, William
Sent: Friday, June 10, 2011 7:59 AM
To: 'Snyder.Jim@epamail.epa.gov'
Subject: RE: Audi cert request

Jim,
The Audi TTRS (CADXV02.53UK, VID 3UK-AMQ) was one of those certificate requests denied. I resubmitted the Application with the new CSI.
The Cert. Request was resubmitted as non-conditional because we had just completed and passed the confirmatory tests.

The application and CSI will be updated with the new confirmatory test results at the update time as originally planned. Let me know if you need that done now instead.

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, June 09, 2011 6:30 PM
To: Rodgers, William
Subject: Audi cert request

Bill, Looking through the last cert request and its for the Audi TTRS that we just tested. Its not a conditional cert request either. What am I missing here?

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Robert Hart" [Robert.Hart@vw.com]
Cc: VerifyHelp@csc.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Mon 6/13/2011 3:11:21 PM
Subject: Split-Bag US06 PM Issue (HLP-1321)

Bob,

(Helpdesk: This is in response to help desk ticket HLP-1321)

The core issue is that LOD (the EPA "Laboratory Operations Division") did not have a way of measuring PM for a split bag US06 test. To get around this problem they ran 2 tests, a single bag US06 for certification (measured PM), and a split bag US06 test for the fuel economy "Litmus" calculation. This causes an additional problem, because there can only be 1 "official" test ran and/or entered into Verify.

LOD now has a way of measuring PM for a split bag US06 test, so this shouldn't be an issue in the future, so we do NOT need to modify or suspend any of the current business rules.

I have talked to the certification representatives, and they have agreed to the following short-term work around for this problem:

A "correction" of the split bag test will be submitted with all of the same test results, but we will transfer the PM results from the single bag test to it. We will add a test comment that describes how and why this test was modified, and reference this email. I will make the modification to the test XML file and have our helpdesk submit it as "LOD" so that we can use the LOD fuel properties already in Verify.

The split bag US06 test is Verify test number CVWX91000952, but I do not have the test number for the single bag test.

Please provide me with the test number of the single bag test that contains the PM results, so that I can proceed.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 6/14/2011 8:27:02 PM
Subject: VW Group - New decision information
william.rodgers@vw.com

Hello Jim,

I submitted four new Decision Information's to support a running change. This running change replaces the existing worst case vehicle in test group CADXJ02.03UA.

The new test vehicle is a VW Tiquan 2.0 TFSI 4-motion with automatic transmission. It replaces the same model carried over to 2012 from 2011 model year. This new model represents 100% of 2012 model year Tiquan production. As the result of most changes aimed at improving fuel economy, all configuration require Manufacturer retests due to high FE for the ETW.

The manual transmission tests are forthcoming but I do not have them yet.

We are on a tight schedule with SOP so your decision on the automatics is requested at your earliest convenience.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_o)

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: "Thomas, Richard (EEO)"
Sent: Wed 6/15/2011 10:55:01 AM
Subject: RE: Issue(s) update
[winmail.dat](#)
[message_body.rtf](#)

Hi Bob;

If you need test numbers for EPA lab tests and current 2012 model year problems I have regarding bag 1 data for highway EPA tests here is a current listing:

Audi model index #70, city test # 9ADX09010296 (there is bag 4 data entered); highway test #9ADX09010297 (there is bag 1 data entered). I need this one soon because Audi of America has moved up the port release date.

Lamborghini model index #65, highway test # 9ADX09010216 (there is bag 1 data entered)

Regarding another issue; I sent you an email with a problem with the correction to 2010 Lamborghini index #002 and the litmus check not being calculated because the US06 in 2010 was a one bag test and I believe the US06 for the litmus test must have two bags. Do you have a suggestion regarding these US06 two bags?

The third issue for the Volkswagen Group is the rejection of the 2010 CAFE, because we corrected an axle ratio on the Audi TTS model. I can correct the 2010 CAFE input, if I remember how.

If you need anything or have any questions, please let me know.

Thanks,

Richard 248 754-4213

From: Peavyhouse.Robert@epamail.epa.gov
[mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Tuesday, June 14, 2011 4:50 PM
To: Thomas, Richard (EEO)
Subject: Issue(s) update

Richard,

The write of the fuel economy values back to the production database should happen tonight.

The initial attempt failed, but we figured out the issues, and it is scheduled to happen ASAP.

I am in the process of getting access to submit tests as LOD, so if we have an EPA test that has fuel economy in for Bag 1 FE, then I will be able to fix this type of problem myself. It will probably take a couple of days to get my LOD permission, but If you still have a couple of these types of issues, I will be able to fix them.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/> <<http://www.epa.gov/nvfel/>>

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7] [Ex. 7]@vw.com]; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7] [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 6/16/2011 11:56:26 AM
Subject: VW Group - Lamborghini Flex Fuel Test Group CNLXV06.55LX

Hello Jim,

Please be advised, the Lamborghini FFV test group (CNLXV06.55LX), which was originally planned for late MY 2012, has been postponed to early MY 2013.

Regards,

[Ex. 7]

[Ex. 7]

[Ex. 7]

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

[Ex. 7]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Fri 6/17/2011 6:54:45 PM
Subject: Bugatti

Jim,

Thank you very much for the attention with Bugatti today, it is greatly appreciated!

Best Regards,

Mike

To: richard.thomas@vw.com[]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 6/20/2011 2:17:57 PM
Subject: Audi tests and Verify

I talked to Bob. He has username for loading EPA lab data. Once its activated, he can reload the lab results today

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Chris Laroo/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Maureen Delaney/OU=DC/O=USEPA/C=US@EPA;CN=Ed
Nam/OU=AA/O=USEPA/C=US@EPA;CN=Michael
Olechiw/OU=AA/O=USEPA/C=US@EPA;CN=Thomas
Schrodt/OU=AA/O=USEPA/C=US@EPA;CN=Todd
Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William
Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=Ed Nam/OU=AA/O=USEPA/C=US@EPA;CN=Michael
Olechiw/OU=AA/O=USEPA/C=US@EPA;CN=Thomas
Schrodt/OU=AA/O=USEPA/C=US@EPA;CN=Todd
Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William
Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=Michael Olechiw/OU=AA/O=USEPA/C=US@EPA;CN=Thomas
Schrodt/OU=AA/O=USEPA/C=US@EPA;CN=Todd
Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William
Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=Thomas Schrodt/OU=AA/O=USEPA/C=US@EPA;CN=Todd
Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William
Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=Todd Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William
Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=William Charmley/OU=AA/O=USEPA/C=US@EPA;CN=Linc
Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[];
N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Chris
Nevers/OU=AA/O=USEPA/C=US@EPA[]; N=Chris Nevers/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Karl Simon/OU=DC/O=USEPA/C=US
Sent: Thur 6/23/2011 12:24:10 PM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Chris,

Ex. 5

From: Chris Laroo/AA/USEPA/US
To: Maureen Delaney/DC/USEPA/US@EPA
Cc: Ed Nam/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Michael
Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, Todd
Sherwood/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA
Date: 06/23/2011 08:16 AM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Ex. 5

Chris Laroo
Environmental Scientist
US Environmental Protection Agency
Office of Transportation and Air Quality
Assessment and Standards Division
2000 Traverwood Dr.
Ann Arbor, MI 48105
(734) 214-4937
(734) 214-4055 (fax)
Email: Laroo.Chris@epa.gov

From: Maureen Delaney/DC/USEPA/US
To: Karl Simon/DC/USEPA/US@EPA, Todd Sherwood/AA/USEPA/US@EPA
Cc: Chris Laroo/AA/USEPA/US@EPA, Ed Nam/AA/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodtt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA
Date: 06/22/2011 06:38 PM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Maureen Delaney
Office- 202-564-1149
Mobile-202-615-0451

-----Karl Simon/DC/USEPA/US wrote: -----

To: Ed Nam/AA/USEPA/US@EPA

From: Karl Simon/DC/USEPA/US

Date: 06/22/2011 05:23PM

Cc: Todd Sherwood/AA/USEPA/US@EPA, Chris Laroo/AA/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA

Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

From: Ed Nam/AA/USEPA/US

To: Todd Sherwood/AA/USEPA/US@EPA

Cc: Chris Laroo/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA

Date: 06/22/2011 05:10 PM

Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

From:
Todd Sherwood/AA/USEPA/US

To:
Chris Laroo/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA

Cc:
Michael Olechiw/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA, Ed Nam/AA/USEPA/US@EPA

Date:
06/22/2011 02:55 PM

Subject:
DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

.....
Todd Sherwood
United States Environmental Protection Agency
2000 Traverwood, Ann Arbor, MI 48105, USA
sherwood.todd@epa.gov
+1.734.214.4405
.....

Dear Mr. Sherwood,

In regards to your recent email, we would like to make a suggestion in order for us to properly understand each other.

There will be a meeting on PM Measurement between members of the Auto Alliance and the EPA on July 18th at 10:30 am, and Dr. Ramacher and I will be present that Monday.

We would like to arrange a meeting to clarify the idea behind this paper and to talk frankly about the two intentions of WLTP proposal, which are:

1. Substituting the Dilution Factor (DF) calculation with a Dilution Ratio (DR) measurement
2. Clarifying the different interpretations of the topic "intake air subtraction"

Some possible examples to get the idea across:

- a Hydrogen combustion engine can't oxidize intake CH₄ during Lambda 1 operation and can't get rid of intake CO₂ (450ppm in a test cell, although it may in fact be 390ppm outside), which results in 1.5g/mi for a BMW Hydrogen vehicle

- intake N₂O (background is 320ppb) is not altered during cold start and results in about 1mg/mi just from intake air

There may be an opportunity to discuss the intentions of the paper and to gather more understanding on both sides after the Alliance meeting on Monday or on Tuesday, the 19th.

I look forward to hearing back from you. Thank you for your time.

Best Regards,

Wolfgang

BMW Group

Wolfgang Thiel

EA-825 Betriebsumfeld Motor, Abgasmesstechnik, Betriebsunterstützung
80788 München
Tel: +49-89-382-24885
Fax: +49-89-382-23327
mailto: Wolfgang.Thiel@bmw.de
Url: <http://www.bmwgroup.com/>

Bayerische Motoren Werke Aktiengesellschaft
Vorstand: Norbert Reithofer, Vorsitzender,
Frank-Peter Arndt, Herbert Diess, Klaus Draeger,
Friedrich Eichiner, Harald Krueger, Ian Robertson
Vorsitzender des Aufsichtsrats: Joachim Milberg
Sitz und Registergericht: München HRB 42243

Von: Sherwood.Todd@epamail.epa.gov [mailto:Sherwood.Todd@epamail.epa.gov]
Gesendet: Montag, 6. Juni 2011 15:23
An: Ramacher, Bjoern, Dr. (EASZ/4)
Cc: Thiel Wolfgang, EA-825; Laroo.Chris@epamail.epa.gov; Schrodt.Thomas@epamail.epa.gov;
Simon.Karl@epamail.epa.gov; Delaney.Maureen@epamail.epa.gov; Olechiw.Michael@epamail.epa.gov;
Charmley.William@epamail.epa.gov; Nam.Ed@epamail.epa.gov; Nikolaus.Steininger@ec.europa.eu;
giovanni.durbano@bafu.admin.ch
Betreff: Re: WG: Re: subtraction of intake air pollution

Dr. Ramacher,

Unfortunately I am not able to attend meetings this week in Geneva. Karl Simon will represent the U.S. at the GRPE plenary meeting on Thursday.

Please forgive the brevity and frankness of my response, but the US has not changed our position on the topic. We do not believe it is appropriate to subtract intake air pollutants from the exhaust determination.

Below are some thoughts on this topic from a couple of our experts. I am pasting these into this message from internal U.S. EPA email threads so please read them that way - they are taken from email conversations and are not carefully drafted EPA positions. These internal conversations took place following my receipt of your "Reply EPA INTAKE AIR" document on 29 March 2011.

Best regards,
Todd Sherwood

From internal U.S. EPA email threads:

A couple of notes, they cite 1065 and state that this test procedure does not mention intake air background. That

is because it is governed by the standard setting part, part 86 here in the US, and that is why it is not in our new test procedures (part 1065).

Their method does have an advantage in that you could determine real dilution ratio (similar to what is in 1065), but they are adding the complexity of measuring intake air flow rate. I am not sure that complexity of adding this is worth the supposed benefit.

I can't argue against their explanation of the concept of net vehicle emissions. I guess in the end, according to their strategy, they are really just looking at the net, regardless of what happens to the background components during the combustion and post combustion catalytic treatment of the exhaust. This is fine, but has an adverse effect on the stringency of the standard, which gets to my next point. Their argument about counting intake air emissions in the total vehicle emission result will not adversely effect one type of combustion technology over another. The fact of the matter is that if they are allowed to subtract out the intake air background, this will make it easier for them to meet the standard, reducing the standard's effectiveness. Thus to keep things on the currently level playing field, we would be forced to reduce the level of the standard. Further, with respect to CO2, we are talking about a background of 390 ppm on a vehicle that emits 50,000 ppm, the background contribution is negligible.

In reference to the writer's reference with respect to lean burn engines being penalized under current regulation: In effect lean burn engines now get a break, in that the assumption of stoichiometric combustion for calculating dilution factor means that the background concentration of excess air passing through the engine is actually subtracted from the concentration of what is coming out of the tailpipe.

.....
Todd Sherwood
United States Environmental Protection Agency
2000 Traverwood, Ann Arbor, MI 48105, USA
sherwood.todd@epa.gov
+1.734.214.4405
.....

From: "Ramacher, Bjoern, Dr. (EASZ/4)" <bjoern.ramacher@volkswagen.de>
To: Todd Sherwood/AA/USEPA/US@EPA
Cc: <wolfgang.thiel@bmw.de>
Date: 06/06/2011 08:55 AM
Subject: WG: Re: subtraction of intake air pollution

Dear Mr. Sherwood,

I am contacting you again on behalf of the WLTP-DTP-LabProICE group.
Would you require any additional information on the proposal for subtraction of intake air pollution (Doc# LabProICE-020)? (Should you attend this week's GRPE meeting in Geneva, a face-to-face discussion with Mr. Thiel could be a good possibility)

Could you please let us know, whether EPA's opinion on this topic has changed?

Thank you for looking into this!

Kind Regards!

Bjørn Ramacher

=====
Dr. Björn Ramacher
Emission Certification / Vehicle Test Centers
Department EASZ

Volkswagen Aktiengesellschaft
Letter Box 1761/0
38436 Wolfsburg

phone +49 (0) 5361-9-31769
fax +49 (0) 5361-957-31769
www.volkswagen.com

=====
Volkswagen Aktiengesellschaft
Registered Seat: Wolfsburg
Registration Court: Amtsgericht Braunschweig
Commercial Register No.: 100484
Chairman of the Supervisory Board: Ferdinand K. Piëch
Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Christian Klingler, Jochem Heizmann, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

Important Notice: The above information is automatically added to this e-mail. This addition does not constitute a representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon Volkswagen Aktiengesellschaft

Von: Ramacher, Bjoern, Dr. (EASZ/4)
Gesendet: Dienstag, 29. März 2011 15:05
An: 'Sherwood.Todd@epamail.epa.gov'
Cc: 'Wolfgang.Thiel@bmw.de'
Betreff: Re: subtraction of intake air pollution

Dear Mr. Sherwood,

the WLTP-DTP-LabProclCE group asked us to contact you regarding the proposal for subtraction of intake air pollution (Doc# LabProclCE-020).

Please find our view on the issue in the attachment.

<<Reply EPA INTAKE AIR.pdf>>

If you wish further information please feel free to contact me or Mr. Thiel. If needed, we could easily arrange for a conference call among us.

Kind Regards!

Bjørn Ramacher

=====

Dr. Björn Ramacher
Emission Certification / Vehicle Test Centers
Department EASZ

Volkswagen Aktiengesellschaft
Letter Box 1761/0
38436 Wolfsburg

phone +49 (0) 5361-9-31769
fax +49 (0) 5361-957-31769
www.volkswagen.com

=====

Volkswagen Aktiengesellschaft
Registered Seat: Wolfsburg
Registration Court: Amtsgericht Braunschweig
Commercial Register No.: 100484
Chairman of the Supervisory Board: Ferdinand Piëch
Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Christian Klingler, Jochem Heizmann, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

Important Notice: The above information is automatically added to this e-mail. This addition does not constitute a representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon Volkswagen Aktiengesellschaft

[attachment "Reply EPA INTAKE AIR.pdf" deleted by Todd Sherwood/AA/USEPA/US]

To: CN=Michael Olechiw/OU=AA/O=USEPA/C=US@EPA;CN=Chris Laroo/OU=AA/O=USEPA/C=US@EPA[]; N=Chris Laroo/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Ed Nam/OU=AA/O=USEPA/C=US@EPA;CN=Maureen Delaney/OU=DC/O=USEPA/C=US@EPA;CN=Thomas Schrodtt/OU=AA/O=USEPA/C=US@EPA;CN=Todd Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William Charmley/OU=AA/O=USEPA/C=US@EPA;"Linc Wehrly" [wehrly.linc@epa.gov]; N=Maureen Delaney/OU=DC/O=USEPA/C=US@EPA;CN=Thomas Schrodtt/OU=AA/O=USEPA/C=US@EPA;CN=Todd Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William Charmley/OU=AA/O=USEPA/C=US@EPA;"Linc Wehrly" [wehrly.linc@epa.gov]; N=Thomas Schrodtt/OU=AA/O=USEPA/C=US@EPA;CN=Todd Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William Charmley/OU=AA/O=USEPA/C=US@EPA;"Linc Wehrly" [wehrly.linc@epa.gov]; N=Todd Sherwood/OU=AA/O=USEPA/C=US@EPA;CN=William Charmley/OU=AA/O=USEPA/C=US@EPA;"Linc Wehrly" [wehrly.linc@epa.gov]; N=William Charmley/OU=AA/O=USEPA/C=US@EPA;"Linc Wehrly" [wehrly.linc@epa.gov]; Linc Wehrly" [wehrly.linc@epa.gov]
From: CN=Karl Simon/OU=DC/O=USEPA/C=US
Sent: Thur 6/23/2011 3:15:59 PM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Mike,

Ex. 5

----- Original Message -----

From: Michael Olechiw

Sent: 06/23/2011 09:11 AM EDT

To: Chris Laroo

Cc: Ed Nam; Karl Simon; Maureen Delaney; Thomas Schrodtt; Todd Sherwood; William Charmley

Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Michael R. Olechiw
EPA/OTAQ - Assessment and Standards Division
Light Duty On-Road Center
Phone: 1-734-214-4297
FAX: 1-734-214-4056
e-mail: olechiw.michael@epa.gov

From: Chris Laroo/AA/USEPA/US
To: Maureen Delaney/DC/USEPA/US@EPA
Cc: Ed Nam/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, Todd Sherwood/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA
Date: 06/23/2011 08:16 AM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Ex. 5

Regards,

Chris Laroo
Environmental Scientist
US Environmental Protection Agency
Office of Transportation and Air Quality
Assessment and Standards Division
2000 Traverwood Dr.
Ann Arbor, MI 48105
(734) 214-4937
(734) 214-4055 (fax)
Email: Laroo.Chris@epa.gov

From: Maureen Delaney/DC/USEPA/US
To: Karl Simon/DC/USEPA/US@EPA, Todd Sherwood/AA/USEPA/US@EPA
Cc: Chris Laroo/AA/USEPA/US@EPA, Ed Nam/AA/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodtt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA
Date: 06/22/2011 06:38 PM
Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Ex. 5

Maureen Delaney
Office- 202-564-1149
Mobile-202-615-0451

-----Karl Simon/DC/USEPA/US wrote: -----

To: Ed Nam/AA/USEPA/US@EPA

From: Karl Simon/DC/USEPA/US

Date: 06/22/2011 05:23PM

Cc: Todd Sherwood/AA/USEPA/US@EPA, Chris Laroo/AA/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA

Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

From: Ed Nam/AA/USEPA/US

To: Todd Sherwood/AA/USEPA/US@EPA

Cc: Chris Laroo/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA, Michael Olechiw/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA

Date: 06/22/2011 05:10 PM

Subject: Re: DRAFT response for review regarding subtraction of intake air pollution

Ex. 5

Todd Sherwood---06/22/2011 02:55:51 PM---DRAFT RESPONSE to Wolfgang Thiel regarding the issue of intake air pollutant subtraction and his req

From:

Todd Sherwood/AA/USEPA/US

To:

Chris Laroo/AA/USEPA/US@EPA, Thomas Schrodt/AA/USEPA/US@EPA, Karl Simon/DC/USEPA/US@EPA, Maureen Delaney/DC/USEPA/US@EPA

Cc:

Michael Olechiw/AA/USEPA/US@EPA, William Charmley/AA/USEPA/US@EPA, Ed Nam/AA/USEPA/US@EPA

Date:

06/22/2011 02:55 PM

Subject:

DRAFT response for review regarding subtraction of intake air pollution

DRAFT RESPONSE to Wolfgang Thiel regarding the issue of intake air pollutant subtraction and his request for a meeting. Please provide comments by COB Friday 6/24 so that I can send an actual response to him.

Ex. 5

Ex. 5

.....
Todd Sherwood
United States Environmental Protection Agency
2000 Traverwood, Ann Arbor, MI 48105, USA
sherwood.todd@epa.gov
+1.734.214.4405
.....

Dear Mr. Sherwood,

In regards to your recent email, we would like to make a suggestion in order for us to properly understand each other.

There will be a meeting on PM Measurement between members of the Auto Alliance and the EPA on July 18th at 10:30 am, and Dr. Ramacher and I will be present that Monday.

We would like to arrange a meeting to clarify the idea behind this paper and to talk frankly about the two intentions of WLTP proposal, which are:

1. Substituting the Dilution Factor (DF) calculation with a Dilution Ratio (DR) measurement
2. Clarifying the different interpretations of the topic "intake air subtraction"

Some possible examples to get the idea across:

- a Hydrogen combustion engine can't oxidize intake CH₄ during Lambda 1 operation and can't get rid of intake CO₂ (450ppm in a test cell, although it may in fact be 390ppm outside), which results in 1.5g/mi for a BMW Hydrogen vehicle

- intake N₂O (background is 320ppb) is not altered during cold start and results in about 1mg/mi just from intake air

There may be an opportunity to discuss the intentions of the paper and to gather more understanding on both sides after the Alliance meeting on Monday or on Tuesday, the 19th.

I look forward to hearing back from you. Thank you for your time.

Best Regards,

Wolfgang

BMW Group

Wolfgang Thiel

EA-825 Betriebsumfeld Motor, Abgasmesstechnik, Betriebsunterstützung
80788 München
Tel: +49-89-382-24885
Fax: +49-89-382-23327
mailto: Wolfgang.Thiel@bmw.de
Url: <http://www.bmwgroup.com/>

Bayerische Motoren Werke Aktiengesellschaft
Vorstand: Norbert Reithofer, Vorsitzender,
Frank-Peter Arndt, Herbert Diess, Klaus Draeger,
Friedrich Eichiner, Harald Krueger, Ian Robertson
Vorsitzender des Aufsichtsrats: Joachim Milberg
Sitz und Registergericht: München HRB 42243

Von: Sherwood.Todd@epamail.epa.gov [mailto:Sherwood.Todd@epamail.epa.gov]
Gesendet: Montag, 6. Juni 2011 15:23
An: Ramacher, Bjoern, Dr. (EASZ/4)
Cc: Thiel Wolfgang, EA-825; Laroo.Chris@epamail.epa.gov; Schrodt.Thomas@epamail.epa.gov;
Simon.Karl@epamail.epa.gov; Delaney.Maureen@epamail.epa.gov; Olechiw.Michael@epamail.epa.gov;
Charmley.William@epamail.epa.gov; Nam.Ed@epamail.epa.gov; Nikolaus.Steininger@ec.europa.eu;
giovanni.durbano@bafu.admin.ch

Betreff: Re: WG: Re: subtraction of intake air pollution

Dr. Ramacher,

Unfortunately I am not able to attend meetings this week in Geneva. Karl Simon will represent the U.S. at the GRPE plenary meeting on Thursday.

Please forgive the brevity and frankness of my response, but the US has not changed our position on the topic. We do not believe it is appropriate to subtract intake air pollutants from the exhaust determination.

Below are some thoughts on this topic from a couple of our experts. I am pasting these into this message from internal U.S. EPA email threads so please read them that way - they are taken from email conversations and are not carefully drafted EPA positions. These internal conversations took place following my receipt of your "Reply EPA INTAKE AIR" document on 29 March 2011.

Best regards,
Todd Sherwood

From internal U.S. EPA email threads:

A couple of notes, they cite 1065 and state that this test procedure does not mention intake air background. That is because it is governed by the standard setting part, part 86 here in the US, and that is why it is not in our new test procedures (part 1065).

Their method does have an advantage in that you could determine real dilution ratio (similar to what is in 1065), but they are adding the complexity of measuring intake air flow rate. I am not sure that complexity of adding this is worth the supposed benefit.

I can't argue against their explanation of the concept of net vehicle emissions. I guess in the end, according to their strategy, they are really just looking at the net, regardless of what happens to the background components during the combustion and post combustion catalytic treatment of the exhaust. This is fine, but has an adverse effect on the stringency of the standard, which gets to my next point. Their argument about counting intake air emissions in the total vehicle emission result will not adversely effect one type of combustion technology over another. The fact of the matter is that if they are allowed to subtract out the intake air background, this will make it easier for them to meet the standard, reducing the standard's effectiveness. Thus to keep things on the currently level playing field, we would be forced to reduce the level of the standard. Further, with respect to CO₂, we are talking about a background of 390 ppm on a vehicle that emits 50,000 ppm, the background contribution is negligible.

In reference to the writer's reference with respect to lean burn engines being penalized under current regulation: In effect lean burn engines now get a break, in that the assumption of stoichiometric combustion for calculating dilution factor means that the background concentration of excess air passing through the engine is actually subtracted from the concentration of what is coming out of the tailpipe.

.....
Todd Sherwood
United States Environmental Protection Agency
2000 Traverwood, Ann Arbor, MI 48105, USA
sherwood.todd@epa.gov
+1.734.214.4405
.....

From: "Ramacher, Bjoern, Dr. (EASZ/4)" <bjoern.ramacher@volkswagen.de>
To: Todd Sherwood/AA/USEPA/US@EPA
Cc: <wolfgang.thiel@bmw.de>
Date: 06/06/2011 08:55 AM
Subject: WG: Re: subtraction of intake air pollution

Dear Mr. Sherwood,

I am contacting you again on behalf of the WLTP-DTP-LabProICE group.
Would you require any additional information on the proposal for subtraction of intake air pollution (Doc# LabProICE-020)? (Should you attend this week's GRPE meeting in Geneva, a face-to-face discussion with Mr. Thiel could be a good possibility)

Could you please let us know, whether EPA's opinion on this topic has changed?

Thank you for looking into this!

Kind Regards!

Bjørn Ramacher

=====

Dr. Björn Ramacher
Emission Certification / Vehicle Test Centers
Department EASZ

Volkswagen Aktiengesellschaft
Letter Box 1761/0
38436 Wolfsburg

phone +49 (0) 5361-9-31769
fax +49 (0) 5361-957-31769
www.volkswagen.com

=====

Volkswagen Aktiengesellschaft
Registered Seat: Wolfsburg
Registration Court: Amtsgericht Braunschweig
Commercial Register No.: 100484
Chairman of the Supervisory Board: Ferdinand K. Piëch
Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Christian Klingler, Jochem

Heizmann, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

Important Notice: The above information is automatically added to this e-mail. This addition does not constitute a representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon Volkswagen Aktiengesellschaft

Von: Ramacher, Bjoern, Dr. (EASZ/4)
Gesendet: Dienstag, 29. März 2011 15:05
An: 'Sherwood.Todd@epamail.epa.gov'
Cc: 'Wolfgang.Thiel@bmw.de'
Betreff: Re: subtraction of intake air pollution

Dear Mr. Sherwood,

the WLTP-DTP-LabProclCE group asked us to contact you regarding the proposal for subtraction of intake air pollution (Doc# LabProclCE-020).

Please find our view on the issue in the attachment.

<<Reply EPA INTAKE AIR.pdf>>

If you wish further information please feel free to contact me or Mr. Thiel. If needed, we could easily arrange for a conference call among us.

Kind Regards!

Bjørn Ramacher

=====

Dr. Björn Ramacher
Emission Certification / Vehicle Test Centers
Department EASZ

Volkswagen Aktiengesellschaft
Letter Box 1761/0
38436 Wolfsburg

phone +49 (0) 5361-9-31769
fax +49 (0) 5361-957-31769
www.volkswagen.com

=====

Volkswagen Aktiengesellschaft
Registered Seat: Wolfsburg
Registration Court: Amtsgericht Braunschweig
Commercial Register No.: 100484
Chairman of the Supervisory Board: Ferdinand Piëch
Board of Management: Martin Winterkorn (Chairman), Francisco J. Garcia Sanz, Christian Klingler, Jochem Heizmann, Michael Macht, Horst Neumann, Hans Dieter Pötsch, Rupert Stadler

Important Notice: The above information is automatically added to this e-mail. This addition does not constitute a representation that the content of this e-mail is legally relevant and/or is intended to be legally binding upon Volkswagen Aktiengesellschaft

[attachment "Reply EPA INTAKE AIR.pdf" deleted by Todd Sherwood/AA/USEPA/US]

To: Joel Ball/AA/USEPA/US@EPA[]
Cc: "Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]; Johnson, Stuart" [Stuart.Johnson@vw.com]
From: "Berenz, Sebastian"
Sent: Fri 6/24/2011 1:31:45 PM
Subject: VW/Audi IUV program MY2006 and MY2010
sebastian.berenz@vw.com

Hello Mr. Ball,

A few days ago we discussed VW's and Audi's IUV program and the status on it in a phone call.

I just want to give you a short summary on this.

Like I already explained we are assuming that the IUV program will not be finished by the end of July this year.

Our assumption is that we will be finished by the end of September this year with high mileage program for MY2006 and low mileage program for MY2010.

We will try to schedule everything as tight as we can to finish earlier, but it really depends on customer participation and our laboratory.

One major reason for that delay is, that we have a hard time finding the right cars per test groups with the right mileage and getting the customers convinced to participate in our program.

We are constantly trying to improve this as good as we can.

Another disadvantage is, that we had some technical problems with our SHED chamber in our laboratory in Westlake Village, CA.

Like I already told you, we are capable of measuring only one SHED vehicle per week. This bottleneck decelerates our MY2006s and MY2010s program tremendously when technical problems occur.

The status so far:

For MY2006 there are only six cars left to be tested. MY2010 will be started in the next few weeks.

I will give you an update on all our projects after the end of July.

The test data will be submitted constantly as soon as I have received the results.

I just wanted to inform you about this situation timely before any delay occurs.

Please let me know if you have any questions.

Thank you very much.

Sincerely

Sebastian Berenz

Manager In-Use Emission Compliance

Environmental Engineering Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 6/24/2011 5:08:58 PM
Subject: re: 2012 FE Guide data for web posting on July 15, 2011 - Please review & let EPA know after the Verify data is error free and ready for posting on www.fueleconomy.gov
[VWgroup-2012 FE Guide-6-23-2011.zip](#)

Richard,

Attached are Excel Spreadsheets for each manufacturer which you are handling.

The spreadsheet(s) are encrypted & password protected---with the same password as for the May posting. If you didn't have any FE Label data in EPA's Verify data base for the May posting, I'll call you with the password---or you can call me at 734-214-4450 to get the password. You'll need WinZip 11 or later (or other similar software) to unzip the files. We have WinZip 14.0.

The spreadsheet(s) contain all the 2012 FE label data from EPA's Verify data base as of June 23, 2011. Please review the attached data for errors (including my comments in the first column) and make the appropriate corrections in Verify. Please double check any new FE Labels which you input into Verify (not listed in this spreadsheet) to make sure they are error free. Any corrections should be made directly in the EPA Verify database. [Do not correct the spreadsheet and send it back.] I am forwarding the schedule for the July, 2011 release and some "reminders" for your convenience.

The models highlighted in green fill (if any) contain errors and will not be sent to DOE for web posting unless the errors are corrected.

The last date to make changes for the web posting is July 5, 2011. EPA will review the data on July 6 and forward it to DOE on (or before) July 7 for posting on the web on July 15, 2011.

Here are two additional reminders:

1. Model Type Descriptor: The new "model type descriptor" field in Verify release 8 (field GL-78.2 in the FE Label module) should normally be blank. This field should only be used to identify otherwise identical basic engines & model types---e.g. use a "4-valve" descriptor to delineate between otherwise identical 2-valve and 4-valve engines. Please enter "FFV" in the field if the vehicles are flexible fueled vehicles and "FFV" is not contained in the carline name.

2. Engine Management System: An "Engine Management System" (field GL-75 in the FE Label module) is defined as an idle stop/start system in Advisory Circular 83A, paragraph IV. B. 2 B. (page 4) as follows:

"IV. Definitions

B. Transmission Class

2. EPA will also distinguish transmission classes based on the presence of the following parameters:

b. Engine Management System. Vehicles equipped with an engine management system (a

stop/start engine device such as Volkswagen's SNA system [in the early 1980s]) will be in separate transmission classes from those not equipped with an engine management system."

Please don't enter "Yes" for that field unless the vehicle is actually equipped with such a system.

Please let me know when you have made all corrections, entered any new labels into Verify and everything is "good to go."

Thanks

----- Forwarded by David Good/AA/USEPA/US on 06/24/2011 10:51 AM -----

From: David Good/AA/USEPA/US
To: Auto Industry Fuel economy representatives
Cc: Linc Wehrly/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Roberts French/AA/USEPA/US@EPA, Ching-Shih Yang/AA/USEPA/US@EPA, Robert Peavyhouse/AA/USEPA/US@EPA, Karen Danzeisen/AA/USEPA/US@EPA, Sandra Somoza/AA/USEPA/US@EPA, hopsonjl@ornl.gov, lij1@ornl.gov
Date: 06/10/2011 09:34 AM
Subject: 2012 FE Guide - Schedule for the July, 2011 web release

To manufacturers,

Here's the schedule for July, 2011 web update for the 2012 FE Guide.

Date	Action
June 21 (Tues)	EPA staff performs 2012 FE Guide query (separated by mfr, etc) for EPA review
June 22 (Wed)	EPA sends FE Guide data to manufacturers for review & corrections
June 22-July 5	Mfrs review & make corrections
July 5 (Tues)	Last day for mfr corrections and data entry
July 6 (Wed)	EPA staff performs 2012 FE Guide query for EPA review
July 7 (Th)	EPA sends final data to DOE
July 15 (Fri)	DOE publishes 2012 FE Guide data on web

Reminders:

FE Labels with errors won't be posted on the web: FE Labels with errors (which are not corrected in EPA's Verify data base by July 5, 2011) will not be sent to DOE for posting on www.fueleconomy.gov. For example, FE Labels will not be sent to DOE for posting on www.fueleconomy.gov if they contain errors in the unadjusted combined fuel economy value; errors in the adjusted city, highway or combined fuel economy value; missing interior volume/cargo volume information (required for passenger cars only--except not required for 2-seater vehicles); duplicate entries, etc.

Release date for 2011 Labels: Please be sure that the release date is correct in EPA's Verify data base. For the July release, we will post FE Labels on the web which have a release date of July 15, 2011 and earlier.

2WD SUV Classification: As outlined on page 6 of EPA guidance letter CISC-10-14, Aug 5, 2010, when labeling 2WD SUVs, please continue to use the same vehicle classification category as in past model years (even though 2WD SUVs equal to or less than 6000 lbs GVWR will be included in 2011 and 2012 passenger car CAFEs). Similar to EPA policy for 2011 model year vehicles, EPA will require 2012 and later model year 2WD SUVs to continue to be included in the 2WD SUV comparable class for fuel economy labeling purposes, based on the provisions of 40 CFR

600.315-08(a)(1) and 600.315-08(a)(2) as revised in 74 FR 61537, November 25, 2009.

Fuel Costs: New 2012 fuel costs will be provided to manufacturers in a future EPA guidance letter. Until the 2012 model year fuel costs are provided, manufacturers should continue to use the 2011 model year fuel costs provided in EPA guidance letter CISC-10-14. Please contact Bob Peavyhouse (734-214-4814 or by email) or me if you need a fuel cost for LPG or Hydrogen.

Range of comparable vehicles: Until the 2012 ranges (for the various classes of vehicles) are provided in a future EPA guidance letter, manufacturers should continue to use the 2011 model year ranges provided in CISC-10-19, Sept 13, 2010 (except if a model exceeds the 2011 range values, the manufacturer should extend the range appropriately); ref 40 CFR 600.306-08(b)(1).

If you have any questions, feel free to give your team member or me a call or send us an email message. I'm at 734-214-4450.

Regards

To: Joel Ball/AA/USEPA/US@EPA[]
Cc: Arvon Mitcham/AA/USEPA/US@EPA;"Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]; Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]; Cooke, Anthony" [Anthony.Cooke@vw.com]
From: "Hennard, Mike"
Sent: Wed 6/29/2011 1:54:45 PM
Subject: VWGoA Emission Defect Reports - Submission to EPA VERIFY reporting system
Memo -CBI - EDIR Template 06-21-2011 (3).doc
mike.hennard@vw.com

Joel:

Per our telephone conversation yesterday afternoon, I am sending to you a draft of VWGoA's forwarding letter to be attached to EDIR reports submitted to EPA via the VERIFY data system.

As e discussed, VWGoA is requesting that this forwarding letter be considered confidential and not be downloaded to the EPA website for public viewing. Please let us know if this CBI procedure is acceptable to EPA staff. If acceptable, VWGoA will attach this (CBI) forwarding letter to all electronically submitted defect reports in the future.

Thanks for your assistance,

Michael Hennard

Manager - Emissions Compliance EEO

Volkswagen Group of America

3800 Hamlin Road

Auburn Hills, MI 48326

Telephone Number: 248 754 4202

Fax: 248 754 4207

mike.hennard@vw.com

To: Joel Ball/AA/USEPA/US@EPA[]
Cc: "Kohnen, Christoph (VWGoA)" [christoph.kohnen@vw.com]
From: "Hennard, Mike"
Sent: Wed 6/29/2011 3:01:21 PM
Subject: VWGoA Service Package - Extended Warranty (VWGoA May Meeting with EPA Staff)
mike.hennard@vw.com

Joel:

This mail is to inform you of VWGoA's decision to reconsider the initial 8 year / 80,000 mile warranty extension that was presented to you in our earlier EPA meeting, at the Ann Arbor facility. It is now Volkswagens intent to offer a full useful life extended warranty for 10 years / 120,000 miles to subject US customers as part of the upcoming Service Package, for replacement of PCV valves, IMRC motors and fuel pressure sensors on specific MY 2005 to 2011 Volkswagen and Audi vehicles, produced with (EA113) 2.0L engines.

All other aspects of this Service Package will be as discussed in our May meeting. A VERR will also be submitted to EPA as soon as it is available.

As usual, if you have any questions, do not hesitate to contact Christoph Kohnen or myself to discuss.

Regards,

Michael Hennard

Manager - Emissions Compliance EEO

Volkswagen Group of America

3800 Hamlin Road

Auburn Hills, MI 48326

Telephone Number: 248 754 4202

Fax: 248 754 4207

mike.hennard@vw.com

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 6/30/2011 2:18:26 PM
Subject: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P156RXX-0091 (2009 VW Jetta) - VIN Ex. 6 to be picked up July 7, 2011

P157RXX-0144 (2009 VW Jetta) - VIN Ex. 6 TO BE PICKED UP July 6, 2011

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 7/5/2011 2:27:03 PM
Subject: RE: In-use vehicles scheduled for next week
[parameters form P157RXX-0144](#) **Ex. 6** [xlsx](#)
[parameters form P156RXX-0091](#) **Ex. 6** [xlsx](#)
[fuel_drain.pdf](#)
sebastian.berenz@vw.com

Hello Lynn,

Attached is the data for both cars you will pull in this week.

Let me know when the cars will be in your lab and we come and check them out.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Thursday, June 30, 2011 10:18 AM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P156RXX-0091 (2009 VW Jetta) - VIN Ex. 6 to be picked up July 7, 2011

P157RXX-0144 (2009 VW Jetta) - VIN Ex. 6 BE PICKED UP July 6, 2011

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

disabling traction control, stability control and any load leveling the vehicle may have

preferred method for loading the canister

preferred fuel drain method

any special starting procedures

ABS disabling instructions

for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx)



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ Date: _____

EG&G Representative: _____ Date: _____

EPA Representative: _____ Date: _____



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons 40% Fill Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ Date: _____

EG&G Representative: _____ Date: _____

EPA Representative: _____ Date: _____

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 7/5/2011 2:32:56 PM
Subject: RE: In-use vehicles scheduled for next week
sebastian.berenz@vw.com

Thank you, Sebastian.

Ex. 6 will be calling you about scheduling the maintenance.

Regards,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 07/05/2011 10:27 AM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

Attached is the data for both cars you will pull in this week.

Let me know when the cars will be in your lab and we come and check them out.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Thursday, June 30, 2011 10:18 AM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P156RXX-0091 (2009 VW Jetta) - **Ex. 6** to be picked up July 7, 2011

P157RXX-0144 (2009 VW Jetta) - **Ex. 6** TO BE PICKED UP July 6, 2011

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)[attachment "parameters form_P157RXX-0144 **Ex. 6** .xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "parameters form_P156RXX-0091 **Ex. 6** .xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 7/8/2011 1:14:27 PM
Subject: re: 2012 FE Label data in EPA data base as of July 6, 2011 is attached for your review (including data sent to DOE for web posting)
[VW-group-2012 FE Guide-7-6-2011.zip](#)

Richard,

The attached 2012 FE Label data for the manufacturer(s) which you are handling were forwarded to DOE on July 7, 2011 for posting on the web at www.fueleconomy.gov. [Only releasable, non-confidential data were forwarded to DOE.] The attached spreadsheet(s) are encrypted & password protected using the same password which I gave you previously.

The attached spreadsheet(s) include all 2012 FE Label data in EPA's Verify data base as of July 6, 2011. Note that the attached spreadsheet(s) also include data which were not forwarded to DOE because the data contains errors or the release date was after July 15, 2011.

Releasable data will be posted on the web on July 15, 2011. The models highlighted in green fill (if any) contain errors and were not sent to DOE for web posting. If the release date was prior to July 15, 2011 for these models, I'll be glad to send the corrected data to DOE for web posting after the errors have been corrected in Verify.

Please review the data and correct Verify if any errors still exist. Please contact me if you find any errors in the releasable data which was sent to DOE for web posting.

As we discussed yesterday, please let me know when the changes to oil viscosity, etc have been made in Verify and I'll send the data to DOE for posting on the web.

Thanks

Reminders:

FE Labels with errors won't be posted on the web: FE Labels with errors will not be sent to DOE for posting on www.fueleconomy.gov. For example, FE Labels will not be sent to DOE for posting on www.fueleconomy.gov if they contain errors in the unadjusted combined fuel economy value; errors in the adjusted city, highway or combined fuel economy value; missing interior volume/cargo volume information (required for passenger cars only--except not required for 2-seater vehicles); duplicate entries, incorrect oil viscosity values, etc.

Release date for 2011 Labels: Please be sure that the release date is correct in EPA's Verify data base. For the July release, we will post FE Labels on the web which have a release date of July 15, 2011 and earlier.

2WD SUV Classification: As outlined on page 6 of EPA guidance letter CISC-10-14, Aug 5, 2010, when labeling 2WD SUVs, please continue to use the same vehicle classification category as in past model years

(even though 2WD SUVs equal to or less than 6000 lbs GVWR will be included in 2011 and 2012 passenger car CAFEs). Similar to EPA policy for 2011 model year vehicles, EPA will require 2012 and later model year 2WD SUVs to continue to be included in the 2WD SUV comparable class for fuel economy labeling purposes, based on the provisions of 40 CFR 600.315-08(a)(1) and 600.315-08(a)(2) as revised in 74 FR 61537, November 25, 2009.

Fuel Costs: New 2012 fuel costs will be provided to manufacturers in a future EPA guidance letter. Until the 2012 model year fuel costs are provided, manufacturers should continue to use the 2011 model year fuel costs provided in EPA guidance letter CISC-10-14. Please contact Bob Peavyhouse (734-214-4814 or by email) or me if you need a fuel cost for LPG or Hydrogen.

Range of comparable vehicles: Until the 2012 ranges (for the various classes of vehicles) are provided in a future EPA guidance letter, manufacturers should continue to use the 2011 model year ranges provided in CISC-10-19, Sept 13, 2010 (except if a model exceeds the 2011 range values, the manufacturer should extend the range appropriately); ref 40 CFR 600.306-08(b)(1).

Model Type Descriptor: The new "model type descriptor" field in Verify release 8 (field GL-78.2 in the FE Label module) should only be used to identify otherwise identical basic engines & model types---e.g. enter "4-valve" in the field to delineate between otherwise identical 2-valve and 4-valve engines; enter "FFV" in the field if "FFV" is not contained in the carline name, etc. Note that in some cases, Verify business rules will not allow the field to be blank. Thus, except to identify otherwise identical basic engines & model types, please enter "N/A" (not applicable) or the carline name in the field until the business rule can be revised.

Engine Management System: An "Engine Management System" (field GL-75 in the FE Label module) is defined as an idle stop/start system in Advisory Circular 83A, paragraph IV. B. 2 B. (page 4) as follows:

"IV. Definitions

B. Transmission Class

2. EPA will also distinguish transmission classes based on the presence of the following parameters:

b. Engine Management System. Vehicles equipped with an engine management system (a stop/start engine device such as Volkswagen's SNA system [in the early 1980s]) will be in separate transmission classes from those not equipped with an engine management system."

Please enter "Yes" for that field only if the vehicle is actually equipped with such a (stop/start) system.

Questions: If you have any additional questions, feel free to give your team member or me a call or send us an email message. I'm at 734-214-4450.

Regards

To: [redacted] Ex. 6
[redacted] Ex. 6
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 7 Ex. 6
[redacted] Ex. 6
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 7 het
[redacted] Ex. 6
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 7
[redacted] Ex. 6
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 7 Ex. 6 Ex. 7
[redacted] Ex. 7 Ex. 6 Ex. 7
[redacted] Ex. 7
[redacted] Ex. 6 Ex. 7
[redacted] Ex. 7 Ex. 7

Bcc: CN=Byron Bunker/OU=AA/O=USEPA/C=US[]
From: CN=Ed Nam/OU=AA/O=USEPA/C=US
Sent: Tue 7/12/2011 7:25:45 PM
Subject: Rescheduled:VW Technical Mtg with EPA/NHTSA/CARB (07/13/2011 11:30AM)

Wednesday July 13
11 AM - 12:30PM
EPA Headquarters
Ariel Rios North
1200 Pennsylvania Ave.

Please come to the Federal Triangle Metro Station entrance to Ariel Rios North and ask the guards to call 564-1682. The entrance to Ariel Rios North is literally on top of the metro station in the middle of the large combined building that constitutes Ariel Rios North and South. The staff will be expecting your call and will escort you to the conference room.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 7/19/2011 11:59:03 AM
Subject: VW Group - Beetle Manual Trans Tests
william.rodgers@vw.com

Hello Jim,

Just a heads up for you. I submitted new tests and decision information for 2012 VW Beetle 2.5L models with manual transmission in the follow test groups. There is no new technology involved. You have already waived the automatic transmission versions. I will submit the running change letter and revised application yet this week.

Test groups:

CVWXV02.5U35 – Federal-only T2B5

CVWXV02.5259 – 50-State T2B3 / LEV2 SULEV

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 7/19/2011 8:05:45 PM
Subject: RE: In-use vehicles scheduled for next week
Touareg MY05 fuel drain.pdf
parameters form **Ex. 6** .xlsx

Hello Lynn,

Thanks for letting me know.

Attached you will find the parameter sheet and the drain procedure for the Touareg. We would like to come over on Tuesday and check the car in.
Probably John white will let me know when he wants us around.

Is there already any update on the 2.5l Jetta MY2009?

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, July 19, 2011 3:34 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0020 (2005 VW/Touareg) - VIN# Ex. 6 07/26/11
(Tuesday) 0930 Veh. Pick up.

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)



National Vehicle and Fuel Emissions Laboratory
2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number: P121RXX-0020

Equivalent Test Weight: 5500.0 Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: 26.4 Gallons 40% Fill 10.5 Gallons

Drive Axle: 5 (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A 59.00 Lb-force

B 0.3900 Lb-force*mpH

C 0.02960 Lb-force*mpH²

Canister Working Capacity:

230 Grams (Integer Only: Canister Working Capacity)

1 Number of Canisters (Integer Only: Number of Canisters)

4300 Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? n (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process: see attachment

Fuel Draining Process: see attachment

ABS Disabling Process: see attachment

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: Date:

EG&G Representative: Date:

EPA Representative: Date:

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 7/19/2011 8:17:15 PM
Subject: RE: In-use vehicles scheduled for next week

Hi, Sebastian.

Thanks for the documents. **Ex. 6** will be calling you about the Touareg next week.

Regarding the 2.5l Jetta, the vehicle has completed testing so I should get the data to you tomorrow.

Take care.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 07/19/2011 04:06 PM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

Thanks for letting me know.

Attached you will find the parameter sheet and the drain procedure for the Touareg. We would like to come over on Tuesday and check the car in.
Probably **Ex. 6** will let me know when he wants us around.

Is there already any update on the 2.5l Jetta MY2009?

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, July 19, 2011 3:34 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0020 (2005 VW/Touareg) - VIN# Ex. 6 07/26/11
(Tuesday) 0930 Veh. Pick up.

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)

[attachment "Touareg MY05_fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "parameters form_Ex. 6.xlsx" deleted by Lynn Sohacki/AA/USEPA/US]


To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 7/20/2011 7:43:24 PM
Subject: Test data for in-use vehicle P157-0144
P157RXX-0144.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

C1SD

NVFEL Laboratory Test Data								CVS
Final Laboratory Test Results								
Test Number: 2011-0260-004				Vehicle ID: P157RXX-0144				
	Test Date: 7/18/2011			MFR Name: VOLKSWAGEN				
	Key Start: 09:41:19			MFR Codes: 590			VWX	
	Fuel Container ID: F00023			Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel			Transmission: AUTO				
	Test Procedure: 90 US06 (us06warmup_us06)			Shift Schedule: A09980041				
	Calculation Method: Gasoline			Beginning Odometer: 055492.0 MI				
Pretest Remarks:				Drive Schedule: us06warmup_us06				
Bag Data								
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>		
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)		
Sample	5.226	81.183	1.833	1.188	2.698			
Ambient	2.715	0.367	0.003	0.045	2.003			
Net Concentration	2.753	80.849	1.830	1.147	0.874	1.787		
Remarks:								
Phase 2								
Sample								
Ambient								
Net Concentration								
Remarks:								
Phase 3								
Sample								
Ambient								
Net Concentration								
Remarks:								
Phase 4								
Sample								
Ambient								
Net Concentration								
Remarks:								
Results								
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>	
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	
Phase 1	0.026	1.556	0.053	346.9	0.010	0.017	25.542	
Fuel Economy								
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>			<u>Dyno #:</u>			
Phase 1	25.48				D001			
					Inertia: 3625			
					EPA Set Co A: 12.66			
					EPA Set Co B: 0.0941			
					EPA Set Co C: 0.01859			
					Emiss-Bench: D001			

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0260-004

Vehicle ID: P157RXX-0144

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.210	12.461	0.421	2778.0	0.077	0.136	1.106

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.11			
Avg Cell Temp (degF)	74.09			
Dew Point (degF)	49.30			
Specific Humidity (grains/lbm)	53.61			
NOx Corr Factor	0.9087			
CO2 Dilution Factor	11.198			
CFV Vmix (scf @68F)	4674.65			
CVS Flow Rate Avg (scfm)	466.38			
Fan Placement:	USO6 Only - One Large Fan - Up - Front			
Phase Time (secs)	601.40			
Distance (miles)	8.008			
Bag Analysis Time (secs)				

CSD

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0260-003

Vehicle ID: P157RXX-0144

Test Information

Test Date: 7/18/2011

MFR Name: VOLKSWAGEN

Key Start: 08:54:23

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Shift Schedule: A09980011

Calculation Method: Gasoline

Beginning Odometer: 055471.0 MI

Pretest Remarks:

Drive Schedule: hwfetwarmup_hwfet



Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	3.971	17.449	0.506	1.093	2.370	
Ambient	2.960	0.300	0.012	0.045	2.056	
Net Concentration	1.253	17.174	0.495	1.052	0.482	0.720

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.008	0.233	0.010	224.1	0.004	0.005	39.759

Fuel Economy

	Gasoline MPG
Phase 1	39.67

Dyno Settings

Dyno #: D001

Inertia: 3625

EPA Set Co A: 12.66

EPA Set Co B: 0.0941

EPA Set Co C: 0.01859

Emiss-Bench: D001

v101208 - d001 Emission110718083426

Page 1 of 2

BASED ON THE DATA PROVIDED

Print Time 18-Jul-2011 09:23

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0260-003

Vehicle ID: P157RXX-0144

Results




	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.086	2.388	0.103	2298.5	0.038	0.050	1.106

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.11			
Avg Cell Temp (degF)	73.55			
Dew Point (degF)	49.63			
Specific Humidity (grains/lbm)	54.29			
NOx Corr Factor	0.9113			
CO2 Dilution Factor	12.236			
CFV Vmix (scf @68F)	4218.38			
CVS Flow Rate Avg (scfm)	330.81			
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	765.20			
Distance (miles)	10.257			
Bag Analysis Time (secs)				

0150

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2011-0260-002			Vehicle ID: P157RXX-0144				
<div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  </div> <div style="width: 65%;"> <div>Test Date: 7/15/2011</div> <div>MFR Name: VOLKSWAGEN</div> <div>Key Start / Hot Soak: 08:24:23 / 09:31</div> <div>MFR Codes: 590 VWX</div> <div>Fuel Container ID: F00023</div> <div>Config #: 00</div> <div>Fuel Type: 61 Tier 2 Cert Test Fuel</div> <div>Transmission: AUTO</div> <div>Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)</div> <div>Shift Schedule: A09980005</div> <div>Calculation Method: Gasoline</div> <div>Beginning Odometer: 055460.0 MI</div> <div>Pretest Remarks:</div> <div>Drive Schedule: ftp3bag</div> <div>Soak Period: 21.6 hours</div> </div> </div>							
Test Information							
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	13.664	97.426	0.605	0.920	3.163		
Ambient	3.068	0.320	0.009	0.043	2.374		
Net Concentration	10.809	97.128	0.597	0.880	0.954	9.754	
Remarks:							
Phase 2							
Sample	3.095	1.446	0.156	0.610	2.304		
Ambient	3.100	0.418	0.012	0.044	2.376		
Net Concentration	0.136	1.047	0.145	0.568	0.036	0.096	
Remarks:							
Phase 3							
Sample	3.183	10.161	0.166	0.815	2.236		
Ambient	2.882	0.422	0.010	0.044	2.154		
Net Concentration	0.477	9.765	0.157	0.774	0.213	0.241	
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.139	2.520	0.023	358.8	0.014	0.125	24.575
Phase 2	0.003	0.043	0.009	370.2	0.001	0.002	24.104
Phase 3	0.006	0.253	0.006	315.4	0.003	0.003	28.261
Weighted	0.03195	0.61491	0.01104	352.779	0.00426	0.02788	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>				<u>Dyno #:</u>	
Phase 1	24.52					Inertia: 3625	
Phase 2	24.05					EPA Set Co A: 12.66	
Phase 3	28.20					EPA Set Co B: 0.0941	
						EPA Set Co C: 0.01859	
Weighted	25.15					Emiss-Bench: D001	

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0260-002

Vehicle ID: P157RXX-0144

Results	HC-FID	CO	NOx	CO2	CH4	NMHC	Meth Response
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	1.106
Phase 1	0.499	9.054	0.083	1289.1	0.051	0.450	
Phase 2	0.011	0.167	0.034	1426.8	0.003	0.008	
Phase 3	0.022	0.909	0.022	1131.7	0.011	0.011	



Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.14	29.15	29.15	
Avg Cell Temp (degF)	73.27	73.17	73.37	
Dew Point (degF)	48.69	48.90	48.77	
Specific Humidity (grains/lbm)	52.34	52.74	52.48	
NOx Corr Factor	0.9037	0.9053	0.9043	
CO2 Dilution Factor	14.391	21.951	16.415	
CFV Vmix (scf @68F)	2827.46	4848.40	2823.22	
CVS Flow Rate Avg (scfm)	334.68	334.18	333.91	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.90	870.50	507.30	
Distance (miles)	3.593	3.854	3.588	
Bag Analysis Time (secs)				

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Wed 7/20/2011 8:54:07 PM
Subject: RE: Test data for in-use vehicle P157-0144

Hello Lynn,

Thank you very much.

I checked the results and they look pretty good to me. I would say it passed.

Let me know if you have a different opinion.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, July 20, 2011 3:43 PM
To: Berenz, Sebastian
Subject: Test data for in-use vehicle P157-0144

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: P157RXX-0144.pdf)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 7/26/2011 11:51:43 AM
Subject: VW Group - Running Change for CVWXV02.5U35
william.rodgers@vw.com

Hello Jim,

I submitted the following running change 03_11 to add a new FEDV to the test group, Beetle 2.5L Manual trans. I have also submitted the associated Application revision which also includes changes resulting from the previous running change 02_11. All tests were waived for these running changes. No Certificate revision is required.

Running Change: CBI_CVWXV02.5U35_APP_C03_R00.PDF

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 7/26/2011 12:14:04 PM
Subject: VW Group - Running Change for CVWXV02.5259
william.rodgers@vw.com

Hi Jim,

The following running change 02_11 has been submitted to add a new FEDV, Beetle 2.5L with manual transmission, to this T2/Bin 3 test group. All confirmatory tests were waived. No Certificate revision is required.

Running Change: CBI_CVWXV02.5259_APP_C02_R00.PDF

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 7/28/2011 1:01:04 PM
Subject: Parameters form for P121RXX-0020 - missing attachments

Hi, Sebastian.

Thank you for the parameters form. Unfortunately, the attachments that are referred to in the parameters form (canister load procedure, ABS disabling, and traction control disabling) did not come through the e-mail as attachments. Please send them so we can test the vehicles properly.

Also, we noticed that this vehicle has a road leveler mechanism. Should this be on or off during the tests?

Thanks in advance for your answers.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 07/19/2011 04:06 PM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

Thanks for letting me know.

Attached you will find the parameter sheet and the drain procedure for the Touareg. We would like to come over on Tuesday and check the car in.
Probably John white will let me know when he wants us around.

Is there already any update on the 2.5l Jetta MY2009?

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, July 19, 2011 3:34 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0020 (2005 VW/Touareg) - VIN# Ex. 6 07/26/11
(Tuesday) 0930 Veh. Pick up.

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)
[attachment "Touareg MY05_fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "parameters

form_ **Ex. 6** .xlsx" deleted by Lynn Sohacki/AA/USEPA/US]

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 7/28/2011 1:09:17 PM
Subject: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0016 (2005 VW/Touareg) - VIN# Ex. 6 08/02/11 (Tuesday) 1000 Veh. Pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 7/28/2011 2:58:52 PM
Subject: In-use vehicles Touareg
[parameters form_P121RXX-0016.xlsx](#)
[Touareg MY05_fuel_drain.pdf](#)
[Touareg road leveler mechanism.pdf](#)
sebastian.berenz@vw.com
<http://www.volkswagen.com>

Hello Lynn,

Sorry for responding so late.

Attached you will find the parameter sheet for the car for next week. We will check the car in and I will contact John White to find an appointment.

P121RXX-0016 (2005 VW/Touareg) - VIN# **Ex. 6**

<<parameters form_P121RXX-0016.xlsx>>

Also I attach two more documents.

One explains the fuel drain and the canister loading. We already discussed that with the guys in the shop and they have a cable from us to activate the pumps.

<<Touareg MY05_fuel_drain.pdf>>

For the one car with the adjustable air suspension, I created another sheet that shows you how to setup the vehicle for the dyno.

<<Touareg road leveler mechanism.pdf>>

If you have any further questions, please do not hesitate to contact me.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ Date: _____

EG&G Representative: _____ Date: _____

EPA Representative: _____ Date: _____

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 7/28/2011 7:09:18 PM
Subject: RE: In-use vehicles Touareg

Sorry for that Lynn,

That is not necessary. ABS can stay like it is.

Even ESP does not need to be deactivated, because of the permanent all wheel drive and the use of an all wheel drive dyno.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, July 28, 2011 3:05 PM
To: Berenz, Sebastian
Subject: Re: In-use vehicles Touareg

Thanks, Sebastian.

There is also a mention on the parameter form of a document for ABS disabling. Do you have another document for that process?

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 07/28/2011 10:59 AM

Subject: In-use vehicles Touareg

Hello Lynn,

Sorry for responding so late.

Attached you will find the parameter sheet for the car for next week. We will check the car in and I will contact John White to find an appointment.

P121RXX-0016 (2005 VW/Touareg) - VIN#

Ex. 6

<<parameters form_P121RXX-0016.xlsx>>

Also I attach two more documents.

One explains the fuel drain and the canister loading. We already discussed that with the guys in the shop and they have a cable from us to activate the pumps.

<<Touareg MY05_fuel_drain.pdf>>

For the one car with the adjustable air suspension, I created another sheet that shows you how to setup the vehicle for the dyno.

<<Touareg road leveler mechanism.pdf>>

If you have any further questions, please do not hesitate to contact me.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT! [attachment "parameters form_P121RXX-0016.xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg MY05_fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg road leveler mechanism.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 7/28/2011 7:12:12 PM
Subject: RE: In-use vehicles Touareg

OK.

Thanks.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 07/28/2011 03:09 PM
Subject: RE: In-use vehicles Touareg

Sorry for that Lynn,

That is not necessary. ABS can stay like it is.
Even ESP does not need to be deactivated, because of the permanent all wheel drive and the use of an all wheel drive dyno.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Lynn Sohacki [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, July 28, 2011 3:05 PM
To: Berenz, Sebastian
Subject: Re: In-use vehicles Touareg

Thanks, Sebastian.

There is also a mention on the parameter form of a document for ABS disabling. Do you have another document for that process?

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 07/28/2011 10:59 AM
Subject: In-use vehicles Touareg

Hello Lynn,

Sorry for responding so late.

Attached you will find the parameter sheet for the car for next week. We will check the car in and I will contact John White to find an appointment.

P121RXX-0016 (2005 VW/Touareg) - VIN# **Ex. 6**

<<parameters form_P121RXX-0016.xlsx>>

Also I attach two more documents.

One explains the fuel drain and the canister loading. We already discussed that with the guys in the shop and they have a cable from us to activate the pumps.

<<Touareg MY05_fuel_drain.pdf>>

For the one car with the adjustable air suspension, I created another sheet that shows you how to setup the vehicle for the dyno.

<<Touareg road leveler mechanism.pdf>>

If you have any further questions, please do not hesitate to contact me.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT! [attachment "parameters form_P121RXX-0016.xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg MY05_fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg road leveler mechanism.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Mon 8/1/2011 7:58:05 PM
Subject: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P121RXX-0016 (2005 VW/Touareg) - VIN# Ex. 6 08/02/11 (Tuesday) 1000 Veh. Pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Mon 8/1/2011 8:59:09 PM
Subject: FW: In-use vehicles Touareg - P121RXX-0016 (2005 VW/Touareg)
[parameters form_P121RXX-0016.xlsx](#)
[Touareg MY05_fuel_drain.pdf](#)
[Touareg road leveler mechanism.pdf](#)
sebastian.berenz@vw.com
<http://www.volkswagen.com>
sebastian.berenz@vw.com
<http://www.volkswagen.com>

Hello Lynn,

I just received your email with the Touareg parameter sheet for tomorrow.

Please see my mail from last week. It should contain the parameters for this car.

Also, I will be in your lab tomorrow after lunch and check the Touareg in.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Berenz, Sebastian
Sent: Thursday, July 28, 2011 10:59 AM
To: 'Lynn Sohacki'
Subject: In-use vehicles Touareg

Hello Lynn,

Sorry for responding so late.

Attached you will find the parameter sheet for the car for next week. We will check the car in and I will contact John White to find an appointment.

P121RXX-0016 (2005 VW/Touareg) - VIN#

Ex. 6

<<parameters form_P121RXX-0016.xlsx>>

Also I attach two more documents.

One explains the fuel drain and the canister loading. We already discussed that with the guys in the shop and they have a cable from us to activate the pumps.

<<Touareg MY05_fuel_drain.pdf>>

For the one car with the adjustable air suspension, I created another sheet that shows you how to setup the vehicle for the dyno.

<<Touareg road leveler mechanism.pdf>>

If you have any further questions, please do not hesitate to contact me.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mpH

C Lb-force*mpH²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ Date: _____

EG&G Representative: _____ Date: _____

EPA Representative: _____ Date: _____

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 8/2/2011 1:38:26 PM
Subject: Re: FW: In-use vehicles Touareg - P121RXX-0016 (2005 VW/Touareg)
sebastian.berenz@vw.com
<http://www.volkswagen.com>
sebastian.berenz@vw.com
<http://www.volkswagen.com>

Thank you, Sebastian!

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 08/01/2011 05:01 PM
Subject: FW: In-use vehicles Touareg - P121RXX-0016 (2005 VW/Touareg)

Hello Lynn,
I just received your email with the Touareg parameter sheet for tomorrow.
Please see my mail from last week. It should contain the parameters for this car.
Also, I will be in your lab tomorrow after lunch and check the Touareg in.
Best regards
Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com
<http://www.volkswagen.com>
P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Berenz, Sebastian
Sent: Thursday, July 28, 2011 10:59 AM
To: 'Lynn Sohacki'

Subject: In-use vehicles Touareg

Hello Lynn,

Sorry for responding so late.

Attached you will find the parameter sheet for the car for next week. We will check the car in and I will contact

Ex. 6 to find an appointment.

P121RXX-0016 (2005 VW/Touareg) - VIN#

Ex. 6

<<parameters form_P121RXX-0016.xlsx>>

Also I attach two more documents.

One explains the fuel drain and the canister loading. We already discussed that with the guys in the shop and they have a cable from us to activate the pumps.

<<Touareg MY05_fuel_drain.pdf>>

For the one car with the adjustable air suspension, I created another sheet that shows you how to setup the vehicle for the dyno.

<<Touareg road leveler mechanism.pdf>>

If you have any further questions, please do not hesitate to contact me.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT! [attachment

"parameters form_P121RXX-0016.xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg

MY05_fuel_drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "Touareg road leveler mechanism.pdf"

deleted by Lynn Sohacki/AA/USEPA/US]

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 8/2/2011 2:00:41 PM
Subject: Test data for in-use vehicle P156-0091
P156RXX-0091.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

CISD

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0259-003

Vehicle ID: P156RXX-0091

Test Information



Test Date: 7/26/2011

MFR Name: VOLKSWAGEN

Key Start: 12:53:14

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Shift Schedule: A09980011

Calculation Method: Gasoline

Beginning Odometer: 025538.0 MI

Pretest Remarks:

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

HC-FID

CO

NOx

CO2

CH4

NonMeth HC

(ppmC)

(ppm)

(ppm)

(%)

(ppm)

(ppmC)

Sample

3.157

14.259

0.591

1.516

2.193

Ambient

2.417

0.376

0.018

0.042

1.920

Net Concentration

1.014

13.926

0.575

1.479

0.490

0.476

Remarks:

Phase 2

Sample

Ambient

Net Concentration

Remarks:

Phase 3

Sample

Ambient

Net Concentration

Remarks:

Phase 4

Sample

Ambient

Net Concentration

Remarks:

Results

HC-FID

CO

NOx

CO2

CH4

NMHC

Vol MPG

(gpm)

(gpm)

(gpm)

(gpm)

(gpm)

(gpm)

(mpg)

Phase 1

0.005

0.137

0.008

228.0

0.003

0.002

39.101

Fuel Economy

Gasoline MPG

Dyno Settings

Dyno #: D002

Phase 1

39.01

Inertia: 3625

EPA Set Co A: 11.3

EPA Set Co B: 0.1401

EPA Set Co C: 0.017899999

Emiss-Bench: D002

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0259-003

Vehicle ID: P156RXX-0091

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.050	1.400	0.086	2336.7	0.028	0.024	1.098

Test Conditions


	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.91			
Avg Cell Temp (degF)	73.76			
Dew Point (degF)	48.70			
Specific Humidity (grains/lbm)	52.78			
NOx Corr Factor	0.9055			
CO2 Dilution Factor	8.828			
CFV Vmix (scf @68F)	3049.76			

CVS Flow Rate Avg (scfm) 239.20

Fan Placement: One Fan - Up - Front

Phase Time (secs)	765.00
Distance (miles)	10.247
Bag Analysis Time (secs)	77.0

0150

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2011-0259-002			Vehicle ID: P156RXX-0091				
	Test Date: 7/26/2011		MFR Name: VOLKSWAGEN				
	Key Start / Hot Soak: 11:39:31 / 10:00		MFR Codes: 590 VWX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: AUTO				
	Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp		Shift Schedule: A09980005				
	Calculation Method: Gasoline		Beginning Odometer: 025528.0 MI				
Pretest Remarks:			Drive Schedule: ftp3bag				
			Soak Period: 23.3 hours				
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	7.033	46.671	0.713	0.852	2.380		
Ambient	2.552	0.437	0.011	0.042	1.945		
Net Concentration	4.644	46.262	0.703	0.812	0.560	4.030	
Remarks:							
Phase 2							
Sample	2.467	6.289	0.048	0.539	1.903		
Ambient	2.458	0.339	0.017	0.042	1.934		
Net Concentration	0.108	5.963	0.032	0.499	0.047	0.057	
Remarks:							
Phase 3							
Sample	2.762	10.785	1.538	0.724	1.992		
Ambient	2.519	1.301	0.030	0.043	1.935		
Net Concentration	0.380	9.554	1.509	0.684	0.161	0.203	
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.068	1.369	0.031	377.8	0.009	0.059	23.475
Phase 2	0.003	0.282	0.002	370.7	0.001	0.001	24.048
Phase 3	0.006	0.282	0.066	317.2	0.003	0.003	28.098
Weighted	0.01695	0.50724	0.02585	357.472	0.00337	0.01375	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	23.42	Dyno #: D002					
Phase 2	23.99	Inertia: 3625					
Phase 3	28.03	EPA Set Co A: 11.3					
		EPA Set Co B: 0.1401					
		EPA Set Co C: 0.017899999					
Weighted	24.88	Emiss-Bench: D002					

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0259-002

Vehicle ID: P156RXX-0091

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.245	4.931	0.112	1360.5	0.034	0.213	1.098
Phase 2	0.010	1.090	0.009	1434.3	0.005	0.005	
Phase 3	0.020	1.016	0.239	1142.7	0.010	0.011	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.90	28.90	28.88	
Avg Cell Temp (degF)	73.19	73.08	73.53	
Dew Point (degF)	48.94	49.00	48.58	
Specific Humidity (grains/lbm)	53.27	53.40	52.60	
NOx Corr Factor	0.9074	0.9079	0.9047	
CO2 Dilution Factor	15.632	24.812	18.465	
CFV Vmix (scf @68F)	3232.76	5544.02	3225.27	
CVS Flow Rate Avg (scfm)	382.95	382.21	382.14	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.51	870.30	506.40	
Distance (miles)	3.601	3.869	3.603	
Bag Analysis Time (secs)	79.0	74.1	74.0	

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 8/3/2011 3:28:13 PM
Subject: VW Group - OBD Related Field Fix 2007-08 VR6 Engines
CBI 7VWXV03.2535 APPFF02 .PDF
CBI 8VWXV03.2535 APPRC03 .PDF
william.rodgers@vw.com

Hello Jim,

The attached OBD related Field Fix letters have been uploaded to Verify for your review. Please let me know if you have any questions.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Mon 8/15/2011 2:20:26 PM
Subject: VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)

2) N₂O and CH₄. (i) For manufacturers complying with the emission standards for N₂O and CH₄ specified in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life

emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 8/16/2011 6:39:26 PM
Subject: Test data for in-use vehicle P21-0020
P121RXX-0020.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

C150

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0271-004

Vehicle ID: P121RXX-0020

Test Information



Test Date: 8/10/2011

Key Start: 14:55:00

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 90 US06 (us06warmup_us06)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980041

Beginning Odometer: 065650.0 MI

Drive Schedule: us06_us06

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	9.487	458.036	1.896	1.536	3.583	
Ambient	2.565	0.000	0.002	0.041	1.884	
Net Concentration	7.225	458.036	1.894	1.500	1.922	4.947

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.079	10.168	0.063	523.3	0.024	0.054	16.543

Fuel Economy

Gasoline MPG

Phase 1 16.50

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 5.01

EPA Set Co B: -0.237

EPA Set Co C: 0.03181

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data
Final Laboratory Test Results

CVS

Test Number: 2011-0271-004

Vehicle ID: P121RXX-0020

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.636	81.461	0.503	4192.5	0.196	0.436	1.185

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.83			
Avg Cell Temp (degF)	74.86			
Dew Point (degF)	49.08			
Specific Humidity (grains/lbm)	53.69			
NOx Corr Factor	0.9090			
CO2 Dilution Factor	8.466			
CFV Vmix (scf @68F)	5394.28			

CVS Flow Rate Avg (scfm) 537.81

Fan Placement: USO6 Only - One Large Fan - Up - Front

Phase Time (secs)	601.80
Distance (miles)	8.012
Bag Analysis Time (secs)	155.2

CISD

NVFEL Laboratory Test Data Final Laboratory Test Results

CVS

Test Number: 2011-0271-003

Vehicle ID: P121RXX-0020

Test Information

Test Date: 8/10/2011

MFR Name: VOLKSWAGEN

Key Start: 13:49:39

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Shift Schedule: A09980011

Calculation Method: Gasoline

Beginning Odometer: 065629.0 MI

Pretest Remarks:

Drive Schedule: hwfet_hwfet

Bag Data**Phase 1**

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	4.714	93.729	1.775	1.682	2.338	
Ambient	2.633	0.000	0.001	0.042	1.899	
Net Concentration	2.413	93.729	1.775	1.646	0.678	1.609

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.016	1.230	0.035	339.3	0.005	0.010	26.154

Fuel Economy**Gasoline MPG**

Phase 1 26.09

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: 5.01

EPA Set Co B: -0.237

EPA Set Co C: 0.03181

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data
Final Laboratory Test Results

CVS

Test Number: 2011-0271-003

Vehicle ID: P121RXX-0020

Results




	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.160	12.584	0.356	3472.2	0.052	0.107	1.185

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.83			
Avg Cell Temp (degF)	75.12			
Dew Point (degF)	49.13			
Specific Humidity (grains/lbm)	53.80			
NOx Corr Factor	0.9094			
CO2 Dilution Factor	7.920			
CFV Vmix (scf @68F)	4072.11			
CVS Flow Rate Avg (scfm)	319.34			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.10			
Distance (miles)	10.234			
Bag Analysis Time (secs)	183.7			

C15D

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2011-0271-002		Vehicle ID: P121RXX-0020					
	Test Date: 8/10/2011		MFR Name: VOLKSWAGEN				
	Key Start / Hot Soak: 12:27:39 / 09:37		MFR Codes: 590 VWX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: AUTO				
	Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)		Shift Schedule: A09980005				
	Calculation Method: Gasoline		Beginning Odometer: 065618.0 MI				
Pretest Remarks:		Drive Schedule: ftp3bag Soak Period: 21.1 hours					
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	19.887	201.886	2.742	1.512	3.638		
Ambient	2.911	0.000	0.000	0.040	1.925		
Net Concentration	17.309	201.886	2.742	1.476	1.933	15.018	
Remarks:							
Phase 2							
Sample	3.055	6.890	0.042	0.919	1.882		
Ambient	3.054	0.000	0.000	0.040	1.919		
Net Concentration	0.210	6.890	0.042	0.882	0.095	0.097	
Remarks:							
Phase 3							
Sample	4.482	24.068	0.260	1.257	2.417		
Ambient	2.826	0.000	0.000	0.041	1.916		
Net Concentration	1.922	24.068	0.260	1.220	0.681	1.114	
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.216	5.078	0.103	583.6	0.028	0.187	15.071
Phase 2	0.004	0.275	0.003	553.7	0.002	0.002	16.107
Phase 3	0.024	0.605	0.010	482.2	0.010	0.014	18.470
Weighted	0.05344	1.36165	0.02541	540.211	0.00960	0.04360	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	15.04	Dyno #: D329 - AWD					
Phase 2	16.07	Inertia: 5500					
Phase 3	18.43	EPA Set Co A: 5.01					
		EPA Set Co B: -0.237					
		EPA Set Co C: 0.03181					
Weighted	16.42	Emiss-Bench: Mexa 7200sle					
v101208 - d329 EPAVDAEm110810121426 Page 1 of 2 Print Time 10-Aug-2011 13:30							

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0271-002

Vehicle ID: P121RXX-0020

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.771	18.165	0.370	2087.4	0.100	0.669	1.185
Phase 2	0.016	1.058	0.010	2127.7	0.008	0.007	
Phase 3	0.086	2.169	0.035	1728.5	0.035	0.050	

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.82	28.82	28.82	
Avg Cell Temp (degF)	75.50	75.23	74.97	
Dew Point (degF)	49.61	49.42	49.30	
Specific Humidity (grains/lbm)	54.81	54.40	54.16	
NOx Corr Factor	0.9133	0.9117	0.9108	
CO2 Dilution Factor	8.734	14.561	10.634	
CFV Vmix (scf @68F)	2729.07	4656.56	2733.76	
CVS Flow Rate Avg (scfm)	322.84	321.40	323.52	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	507.20	869.30	507.00	
Distance (miles)	3.577	3.843	3.585	
Bag Analysis Time (secs)	878.8	1100.0	161.0	

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 8/16/2011 7:05:33 PM
Subject: RE: Test data for in-use vehicle P21-0020

Hello Lynn,

Thank you very much.
As far as I can see this Touareg passed very good.

Let me know if you have any questions or the results for the other Touareg.

Thank you very much.

Kind regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, August 16, 2011 2:39 PM
To: Berenz, Sebastian
Subject: Test data for in-use vehicle P21-0020

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: P121RXX-0020.pdf)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 8/17/2011 2:54:58 PM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,

Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary.

We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,

Bill Rodgers

VWGoA

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/17/2011 5:41:52 PM
Subject: Re: VW Group Methane Deterioration Factors

Mike, I don't know why they specify separate DFs. I've tried to find out but most of the people that might know are on vacation so its taking longing to get an answer this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/15/2011 10:21 AM
Subject: VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)
2) N 2 O and CH 4. (i) For manufacturers complying with the emission standards for N2O and CH4specified

in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Wed 8/17/2011 7:17:06 PM
Subject: RE: VW Group Methane Deterioration Factors

Jim,

Thanks for your reply. The regulations do look quite clear cut. I was just looking for a sanity check in case I am missing something.

We can follow up briefly sometime later.

Thanks again,

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, August 17, 2011 1:42 PM
To: Giles, Michael
Subject: Re: VW Group Methane Deterioration Factors

Mike, I don't know why they specify separate DFs. I've tried to find out but most of the people that might know are on vacation so its taking long to get an answer this week.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Giles, Michael" <michael.giles@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
08/15/2011 10:21 AM

Subject:
VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)

2) N₂O and CH₄. (i) For manufacturers complying with the emission standards for N₂O and CH₄ specified in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Giles, Michael" [michael.giles@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/17/2011 7:55:25 PM
Subject: Fw: VW Group Methane Deterioration Factors

Mike, I talked to Tom Anderson who has been more involved with the latest rulemaking . He confirmed what you understood but also added new clarification that is included in the recent HD GHG rule.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 03:51 PM -----

From: Tom Anderson/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/17/2011 03:48 PM
Subject: Re: Fw: VW Group Methane Deterioration Factors

Jim,

First Part of the Question: - N2O DF for assigned N2O value of 0.10 g/mi.
Mike is correct, the manufacturer can use the N2O emission standard of .010 g/mi in the optional CREE calculation and they do not have to this value (they only have to apply the N2O & CH4 DF if they use an actual measured values). See the regulation reference below:

§ 600.113 - 12 Fuel economy and carbon-related exhaust emission calculations for FTP, HFET, US06, SC03 and cold temperature FTP tests.

600.113-12 (g), (2), (iv), (C)

(iv) For manufacturers complying with the fleet averaging option for N2O and CH4 as allowed under § 86.1818- 12(f)(2) of this chapter, N2O and CH4 emission values for use in the calculation of carbon-related exhaust emissions in this section shall be the values determined according to paragraph (g)(2)(iv)(A), (B), or (C) of this section.

(iv) (C) For the 2012 through 2014 model years only, manufacturers may use an assigned value of 0.010 g/mi for N2O FTP and HFET test values. This value is not required to be adjusted by a deterioration factor.

Second Part of the Question - separate DF's which seem to be required for City/Highway tests?

Separate City and Hwy DF's are required in the current (initial GHG regulations) however, there is a change being made to this provision as part of the Heavy Duty GHG final rule (which has been signed but is not official until it is published in the federal register).

Here is the new language (which can be found in the unofficial version on the OTAQ website) for manufacturers using the optional CREE method of complying with the N2O and CH4 cap standards:

§ 86.1823-08 Durability demonstration procedures for exhaust emissions.

* * * * *

(m) Durability demonstration procedures for vehicles subject to the greenhouse gas exhaust emission standards specified in §86.1818.

(m) (2) N2O and CH4. (i) For manufacturers complying with the FTP emission standards for N2O and CH4 specified in §86.1818–12(f)(1) or determined under §86.1818–12 (f)(3), FTP-based deterioration factors for N2O and CH4 shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N2O and CH4 as allowed under §86.1818–12(f)(2), deterioration factors based on FTP testing shall be determined and may be used to determine full useful life emissions for the FTP and HFET tests. The manufacturer may at its option determine separate deterioration factors for the FTP and HFET test cycles, in which case each FTP test performed on the durability data vehicle selected under §86.1822 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N2O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NOX emissions according to the provisions of this section. For CH4, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

Tom

From: Jim Snyder/AA/USEPA/US
To: Tom Anderson/AA/USEPA/US@EPA
Date: 08/17/2011 02:46 PM
Subject: Fw: VW Group Methane Deterioration Factors

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 02:45 PM -----

From: "Giles, Michael" <michael.giles@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/15/2011 10:21 AM
Subject: VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O

we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)

2) N₂O and CH₄. (i) For manufacturers complying with the emission standards for N₂O and CH₄ specified in §86.1818–12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818–12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822–01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde), manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Wed 8/17/2011 8:41:29 PM
Subject: RE: VW Group Methane Deterioration Factors

Jim,

Thanks for the follow up. At first glance this looks better (allowing single DF from FTP for methane).

We will follow up with you again in the near future on this, after some discussion with our team.

Best Regards,

Mike

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, August 17, 2011 3:55 PM
To: Giles, Michael
Subject: Fw: VW Group Methane Deterioration Factors

Mike, I talked to Tom Anderson who has been more involved with the latest rulemaking . He confirmed what you understood but also added new clarification that is included in the recent HD GHG rule.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 03:51 PM -----

From:
Tom Anderson/AA/USEPA/US

To:
Jim Snyder/AA/USEPA/US@EPA

Date:

08/17/2011 03:48 PM

Subject:

Re: Fw: VW Group Methane Deterioration Factors

Jim,

First Part of the Question: - N2O DF for assigned N2O value of 0.10 g/mi.

Mike is correct, the manufacturer can use the N2O emission standard of .010 g/mi in the optional CREE calculation and they do not have to this value (they only have to apply the N2O & CH4 DF if they use an actual measured values). See the regulation reference below:

§ 600.113 - 12 Fuel economy and carbon-related exhaust emission calculations for FTP, HFET, US06, SC03 and cold temperature FTP tests.

600.113-12 (g), (2), (iv), (C)

(iv) For manufacturers complying with the fleet averaging option for N2O and CH4 as allowed under § 86.1818–12(f)(2) of this chapter, N2O and CH4 emission values for use in the calculation of carbon-related exhaust emissions in this section shall be the values determined according to paragraph (g)(2)(iv)(A), (B), or (C) of this section.

(iv) (C) For the 2012 through 2014 model years only, manufacturers may use an assigned value of 0.010 g/mi for N2O FTP and HFET test values. This value is not required to be adjusted by a deterioration factor.

Second Part of the Question - separate DF's which seem to be required for City/Highway tests?

Separate City and Hwy DF's are required in the current (initial GHG regulations) however, there is a change being made to this provision as part of the Heavy Duty GHG final rule (which has been signed but is not official until it is published in the federal register).

Here is the new language (which can be found in the unofficial version on the OTAQ website) for manufacturers using the optional CREE method of complying with the N2O and CH4 cap standards:

§ 86.1823-08 Durability demonstration procedures for exhaust emissions.

* * * * *

(m) Durability demonstration procedures for vehicles subject to the greenhouse gas exhaust emission standards specified in §86.1818.

(m) (2) N2O and CH4. (i) For manufacturers complying with the FTP emission standards for N2O and CH4 specified in §86.1818–12(f)(1) or determined under §86.1818–12 (f)(3), FTP-based deterioration factors for N2O and CH4 shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N2O and CH4 as allowed under §86.1818–12(f)(2), deterioration factors based on FTP testing shall be determined and may be used to determine

full useful life emissions for the FTP and HFET tests. The manufacturer may at its option determine separate deterioration factors for the FTP and HFET test cycles, in which case each FTP test performed on the durability data vehicle selected under §86.1822 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

Tom

From:

Jim Snyder/AA/USEPA/US

To:

Tom Anderson/AA/USEPA/US@EPA

Date:

08/17/2011 02:46 PM

Subject:

Fw: VW Group Methane Deterioration Factors

Jim Snyder

Light-Duty Vehicle Group

Compliance and Innovative Strategies Division

United States Environmental Protection Agency

(734) 214-4946

snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 08/17/2011 02:45 PM -----

From:

"Giles, Michael" <michael.giles@vw.com>

To:

Jim Snyder/AA/USEPA/US@EPA

Date:

08/15/2011 10:21 AM

Subject:

VW Group Methane Deterioration Factors

Hello Jim,

As a follow up to my voice message, I was curious about the separate DF's which seem to be required for City/Highway tests, as indicated in the regulations below. Note, we are using the fleet average option. For N2O we are using the standard (0.010) so I believe no DF applies.

I would like to discuss briefly if you are available.

Thanks,
Mike

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

Title 40 § 86.1823-08(m)(2)(ii) and (iii)

2) N₂O and CH₄. (i) For manufacturers complying with the emission standards for N₂O and CH₄ specified in §86.1818-12(f)(1), deterioration factors for N₂O and CH₄ shall be determined according to the provisions of paragraphs (a) through (l) of this section.

(ii) For manufacturers complying with the fleet averaging option for N₂O and CH₄ as allowed under §86.1818-12(f)(2), separate deterioration factors shall be determined for the FTP and HFET test cycles. Therefore each FTP test performed on the durability data vehicle selected under §86.1822-01 of this part must also be accompanied by an HFET test.

(iii) For the 2012 through 2014 model years only, manufacturers may use alternative deterioration factors. For N₂O, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NO_x emissions according to the provisions of this section. For CH₄, the alternative deterioration factor to be used to adjust FTP and HFET emissions is the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

(3) Other carbon-related exhaust emissions. Deterioration factors shall be determined according to the provisions of paragraphs (a) through (l) of this section. Optionally, in lieu of determining emission-specific FTP and HFET deterioration factors for CH₃OH (methanol), HCHO (formaldehyde), C₂H₅OH (ethanol), and C₂H₄O (acetaldehyde),

manufacturers may use the deterioration factor determined for NMOG or NMHC emissions according to the provisions of this section.

§86.1818–12(f)(2)

(f) Nitrous oxide (N₂O) and methane (CH₄) exhaust emission standards for passenger automobiles and light trucks. Each manufacturer's fleet of combined passenger automobile and light trucks must comply with N₂O and CH₄ standards using either the provisions of paragraph (f)(1) of this section or the provisions of paragraph (f)(2) of this section. The manufacturer may not use the provisions of both paragraphs (f)(1) and (f)(2) of this section in a model year. For example, a manufacturer may not use the provisions of paragraph (f)(1) of this section for their passenger automobile fleet and the provisions of paragraph (f)(2) for their light truck fleet in the same model year.

(1) Standards applicable to each test group.

(i) Exhaust emissions of nitrous oxide (N₂O) shall not exceed 0.010 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(ii) Exhaust emissions of methane (CH₄) shall not exceed 0.030 grams per mile at full useful life, as measured according to the Federal Test Procedure (FTP) described in subpart B of this part.

(2) Including N₂O and CH₄ in fleet averaging program. Manufacturers may elect to not meet the emission standards in paragraph (f)(1) of this section. Manufacturers making this election shall include N₂O and CH₄ emissions in the determination of their fleet average carbon-related exhaust emissions, as calculated in subpart F of part 600 of this chapter. Manufacturers using this option must include both N₂O and CH₄ full useful life values in the fleet average calculations for passenger automobiles and light trucks. Use of this option will account for N₂O and CH₄ emissions within the carbon-related exhaust emission value determined for each model type according to the provisions part 600 of this chapter. This option requires the determination of full useful life emission values for both the Federal Test Procedure and the Highway Fuel Economy Test.

Michael Giles
Certification Specialist
Engineering and Environmental Office
Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America
Phone +1-248-754-4229
FAX +1-248-754-4207

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA) [Robert.Hart@vw.com]; N=Willem VandenBroek/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 8/18/2011 4:59:20 PM
Subject: Re: VW Group - Bentley Mulsanne Application

Hi Bill, I have to leave in minutes for a doctor's appointment but I've been looking through the cert app. Looks okay so far except that the fee payment isn't in our database yet. I see by the form that it was submitted 8/10 so its probably not thru the system yet.

I'm off tomorrow but I'll leave a copy of the fee form with Bill in case they was a problem with the checking labeling .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 08/17/2011 10:56 AM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,
Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary. We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,
Bill Rodgers
VWGoA

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: CN=Willem VandenBroek/OU=AA/O=USEPA/C=US
Sent: Thur 8/18/2011 5:19:56 PM
Subject: Re: VW Group - Bentley Mulsanne Application

Jim,

I found 42 instances between mid-2005 and the present where VW has submitted the forms for a family or group of families before the payment was received. I suspect that this is the case here as well. All payments we have received to date are already accounted for. If this is regarded as paid by VW, I need to know the date that the ACH payment was made and I'll do some more looking.

Bill

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, Willem VandenBroek/AA/USEPA/US@EPA
Date: 08/18/2011 12:59 PM
Subject: Re: VW Group - Bentley Mulsanne Application

Hi Bill, I have to [redacted] **Ex. 6** but I've been looking through the cert app. Looks okay so far except that the fee payment isn't in our database yet. I see by the form that it was submitted 8/10 so its probably not thru the system yet.

I'm off tomorrow but I'll leave a copy of the fee form with Bill in case they was a problem with the checking labeling .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 08/17/2011 10:56 AM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,

Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary.

We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,
Bill Rodgers
VWGoA

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 8/18/2011 7:04:11 PM
Subject: Test data for in-use vehicle P121-0016
P121RXX-0016.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

CISP

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0280-002

Vehicle ID: P121RXX-0016

Test Information

Test Date: 8/16/2011

MFR Name: VOLKSWAGEN

Key Start / Hot Soak: 09:23:55 / 09:36

MFR Codes: 590 VWX

Fuel Container ID: F00023

Config #: 00

Fuel Type: 61 Tier 2 Cert Test Fuel

Transmission: AUTO

Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)

Shift Schedule: A09980005

Calculation Method: Gasoline

Beginning Odometer: 058202.0 MI

Pretest Remarks:

Drive Schedule: ftp3bag

Soak Period: 18.1 hours



Bag Data

	HC-FID	CO	NOx	CO2	CH4	NonMeth HC
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)
Sample	26.494	212.342	3.533	1.467	4.522	
Ambient	6.279	0.000	0.022	0.046	2.097	
Net Concentration	20.913	212.342	3.513	1.426	2.658	17.764

Remarks:

Phase 2

Sample	12.667	3.563	0.094	0.889	2.021	
Ambient	13.092	0.000	0.018	0.046	2.087	
Net Concentration	0.446	3.563	0.078	0.847	0.073	0.359

Remarks:

Phase 3

Sample	7.609	10.589	0.461	1.217	2.510	
Ambient	6.763	0.000	0.011	0.046	2.068	
Net Concentration	1.461	10.589	0.451	1.175	0.630	0.714

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID	CO	NOx	CO2	CH4	NMHC	Vol MPG
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.263	5.383	0.135	568.0	0.039	0.223	15.462
Phase 2	0.009	0.144	0.005	537.0	0.002	0.007	16.613
Phase 3	0.018	0.269	0.017	469.0	0.009	0.009	19.011
Weighted	0.06411	1.26459	0.03515	524.704	0.01140	0.05244	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #: D329 - AWD
Phase 1	15.43		Inertia: 5500
Phase 2	16.57		EPA Set Co A: -15.46
Phase 3	18.97		EPA Set Co B: 0.0425
			EPA Set Co C: 0.02793
Weighted	16.89		Emiss-Bench: Mexa 7200sle

v101208 - d329 EPAVDAEm110816090941

Page 1 of 2

Print Time 16-Aug-2011 10:19

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0280-002

Vehicle ID: P121RXX-0016

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.941	19.289	0.483	2035.2	0.138	0.799	1.185
Phase 2	0.034	0.553	0.018	2066.1	0.006	0.028	
Phase 3	0.066	0.965	0.062	1683.8	0.033	0.032	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.11	29.11	29.12	
Avg Cell Temp (degF)	73.82	73.58	73.37	
Dew Point (degF)	51.39	51.51	48.90	
Specific Humidity (grains/lbm)	58.00	58.27	52.79	
NOx Corr Factor	0.9260	0.9271	0.9055	
CO2 Dilution Factor	8.990	15.040	10.996	
CFV Vmix (scf @68F)	2755.23	4709.54	2765.33	
CVS Flow Rate Avg (scfm)	326.06	324.94	327.39	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	507.00	869.60	506.80	
Distance (miles)	3.583	3.847	3.590	
Bag Analysis Time (secs)	879.1	1099.0	161.0	

015D

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0280-003

Vehicle ID: P121RXX-0016

Test Information



Test Date: 8/16/2011

Key Start: 10:42:05

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: VOLKSWAGEN

MFR Codes: 590 VWX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980011

Beginning Odometer: 058213.0 MI

Drive Schedule: hwfet_hwfet

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	5.578	79.687	0.787	1.672	2.525	
Ambient	3.073	0.000	0.009	0.044	1.974	
Net Concentration	2.890	79.687	0.779	1.633	0.799	1.943

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.019	1.057	0.015	340.5	0.006	0.013	26.083

Fuel Economy

	Gasoline MPG
Phase 1	26.02

Dyno Settings

Dyno #: D329 - AWD

Inertia: 5500

EPA Set Co A: -15.46

EPA Set Co B: 0.0425

EPA Set Co C: 0.02793

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0280-003

Vehicle ID: P121RXX-0016

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.194	10.824	0.158	3486.4	0.062	0.131	1.185

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.11			
Avg Cell Temp (degF)	74.69			
Dew Point (degF)	49.61			
Specific Humidity (grains/lbm)	54.24			
NOx Corr Factor	0.9111			
CO2 Dilution Factor	7.976			
CFV Vmix (scf @68F)	4119.78			
CVS Flow Rate Avg (scfm)	323.08			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.10			
Distance (miles)	10.240			
Bag Analysis Time (secs)	145.2			

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Fri 8/19/2011 1:31:41 PM
Subject: RE: Test data for in-use vehicle P121-0016

Hello Lynn,

Thank you for the results. They look very good. The Touareg passed as far as I see.

Let me know whenever you plan bringing in more cars.

Kind regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, August 18, 2011 3:04 PM
To: Berenz, Sebastian
Subject: Test data for in-use vehicle P121-0016

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: P121RXX-0016.pdf)

To: Linc Wehrly/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA[]; im
Snyder/AA/USEPA/US@EPA[]
Cc: [REDACTED] Ex. 7 [REDACTED]@vw.com]
From: [REDACTED] Ex. 7 [REDACTED]
Sent: Fri 8/19/2011 3:26:23 PM
Subject: Volkswagen/Audi Visit

Hello Linc and Jim:

I am writing to inquire about the availability of EPA staff to meet with representatives from VW and Audi on Thursday, September 29, 2011.

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss some topics with EPA. Our proposal is to meet with EPA staff in the morning of the 29th to discuss Tier 3 topics. These arrangements are being made separately.

I am interested in setting up a meeting in the afternoon on the 29th to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Please let me know if this fits your schedules. I would appreciate it if your could suggest/invite other EPA staff as appropriate.

Best regards,

[REDACTED] Ex. 7 [REDACTED]

[REDACTED] Ex. 7 [REDACTED]

Engineering and Environmental Office

Volkswagen Group of America, Inc.

[REDACTED] Ex. 7 [REDACTED]

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: [Ex. 7]@vw.com]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: [Ex. 7]@vw.com]
From: CN=Linc Wehrly/OU=AA/O=USEPA/C=US
Sent: Fri 8/19/2011 5:00:09 PM
Subject: Re: Volkswagen/Audi Visit

[Ex. 7]

That would be fine. That date works for me. Please work to Jim to schedule a time.

Jim - please invite Chris and Rob as well.

Thanks,
Linc

From: [Ex. 7]@vw.com]
Sent: 08/19/2011 11:26 AM AST
To: Linc Wehrly; Jim Snyder
Cc: [Ex. 7]
Subject: Volkswagen/Audi Visit

Hello Linc and Jim:

I am writing to inquire about the availability of EPA staff to meet with representatives from VW and Audi on Thursday, September 29, 2011.

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss some topics with EPA. Our proposal is to meet with EPA staff in the morning of the 29th to discuss Tier 3 topics. These arrangements are being made separately.

I am interested in setting up a meeting in the afternoon on the 29th to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Please let me know if this fits your schedules. I would appreciate it if your could suggest/invite other EPA staff as appropriate.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7** @vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/22/2011 12:07:17 PM
Subject: RE: VW Group - Bentley Mulsanne Application
william.rodgers@vw.com

Hello Jim,

Our Accounting Dept. shows the electronic payment made today 08-22-11. I'm not sure why the delay but you should see it soon in your system.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, August 18, 2011 12:59 PM
To: Rodgers, William
Cc: Giles, Michael; Hart, Robert (VWoA); VandenBroek.Willem@epamail.epa.gov
Subject: Re: VW Group - Bentley Mulsanne Application

Hi Bill, I have to Ex. 6 but I've been looking through the cert app. Looks okay so far except that the fee payment isn't in our database yet. I see by the form that it was submitted 8/10 so its probably not thru the system yet.

I'm off tomorrow but I'll leave a copy of the fee form with Bill in case they was a problem with the checking labeling .

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 08/17/2011 10:56 AM
Subject: VW Group - Bentley Mulsanne Application

Hello Jim,
Just a heads up, I submitted a certification request and application for the Bentley test group CBEXV06.84LA. This is a carryover test group from 2011 with no changes. All of the Verify release 8 changes in Section 7 of the application have been satisfied with no place holders necessary.
We have been delayed getting this application submitted due to OBD discussions (see Sec.16 OBD approval letter) so scheduled SOP is rather soon. Any effort you can make to prioritize this Certificate would be appreciated.

Please let me know if you have any questions.

Regards,
Bill Rodgers
VWGoA

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/22/2011 9:18:56 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Best regards,
Len

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/22/2011 9:18:56 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Best regards,
Len

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Giles, Michael"
Sent: Tue 8/23/2011 2:00:52 PM
Subject: VW Group - regenerative braking question

Hello Jim,

Please disregard my question about the regenerative braking - there was simply some confusion with our colleagues.

Thanks,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 8/24/2011 11:04:26 AM
Subject: FW: Confirmation of Certification Fees Payment

Hi Jim,
Just to let you know, we received the confirmation of payment related to the pending Bentley certificate.

Bill

-----Original Message-----

From: Thomas, Richard (EEO)
Sent: Tuesday, August 23, 2011 3:02 PM
To: Rodgers, William
Subject: FW: Confirmation of Certification Fees Payment

-----Original Message-----

From: fees@epa.gov [mailto:fees@epa.gov]
Sent: Tuesday, August 23, 2011 2:40 PM
To: Thomas, Richard (EEO)
Subject: Confirmation of Certification Fees Payment

To the representative for Bentley Motors Ltd.:

Your certification Fee Filing Form(s) submitted for the following engine family or test group(s) and the associated financial documentation for your payment of \$33974.00 were received on 08/23/2011.

- CBEXV06.84LA

This message indicates only that EPA has received record of your payment of the above certification fee. It does not constitute the granting of a Certificate of Conformity by EPA or convey any information about the status of your certification application for the subject engine family or test group(s).

Please do not respond to this email. If you have any questions regarding certification of the engine family or test group(s), please contact your EPA Certification Representative.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 8/29/2011 2:15:30 PM
Subject: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/29/2011 5:39:09 PM
Subject: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Jim,

I received your call but can't seem to call out to return it.

I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,

Bill

From: Rodgers, William
Sent: Monday, August 29, 2011 10:16 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 8/29/2011 5:52:38 PM
Subject: Re: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Bill, I see the additional FTP exhaust tests but I still don't see any evaporative test results

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/29/2011 01:39 PM
Subject: FW: Decision Information - Audi Q5 Hybrid

Jim,
I received your call but can't seem to call out to return it.
I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,
Bill

From: Rodgers, William
Sent: Monday, August 29, 2011 10:16 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Giles, Michael; Hart, Robert (VWoA)
Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,
I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.
I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 8/29/2011 6:10:51 PM
Subject: RE: FW: Decision Information - Audi Q5 Hybrid
william.rodgers@vw.com

Jim,

Good catch. It looks like the shed data didn't get added to the test input xml for some reason. We should have it fixed today.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, August 29, 2011 1:53 PM
To: Rodgers, William
Subject: Re: FW: Decision Information - Audi Q5 Hybrid

Bill, I see the additional FTP exhaust tests but I still don't see any evaporative test results

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From:
"Rodgers, William" <William.Rodgers@vw.com>

To:
Jim Snyder/AA/USEPA/US@EPA

Date:
08/29/2011 01:39 PM

Subject:
FW: Decision Information - Audi Q5 Hybrid

Jim,

I received your call but can't seem to call out to return it.

I added the missing 3 Evap tests you mentioned. I submitted the tests but just plain forgot to include them in the DI.

I would also like to discuss upcoming 2012 model year Application Updates with you, so when you have a minute give me a call.

Thanks,

Bill

From: Rodgers, William

Sent: Monday, August 29, 2011 10:16 AM

To: 'Snyder.Jim@epamail.epa.gov'

Cc: Giles, Michael; Hart, Robert (VWoA)

Subject: Decision Information - Audi Q5 Hybrid

Hello Jim,

I submitted a decision information file to Verify for the 2012 Audi Q5 (gasoline/electric) Hybrid. Note that it is an AWD configuration tested on a 4-wheel drive dyno.

I have marked it as new technology because it's the first 4-cylinder hybrid for the VW Group and there are some hardware and software differences between the Audi hybrid and the existing VW hybrid designs. The biggest difference being that Audi uses a integral electric drive unit in the transmission, while VW uses a separate drive unit sandwiched between the engine and transmission. Please let me know if you have any further question about the vehicle.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.

Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 8/31/2011 5:53:21 PM
Subject: VW Group VID-CHUB-Q5A Supplemental Information
william.rodgers@vw.com

As a heads up, I uploaded the Supplemental information for the Audi Q5 Hybrid, VID: CHUB-Q5A.

I'm not sure if you intend to measure particulate matter so I included the standards information just in case.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 8/31/2011 6:31:57 PM
Subject: Re: VW Group VID-CHUB-Q5A Supplemental Information
william.rodgers@vw.com

Thanks, Normally I do PM but PM measurement lab is temporarily unavailable.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 08/31/2011 01:53 PM
Subject: VW Group VID-CHUB-Q5A Supplemental Information

As a heads up, I uploaded the Supplemental information for the Audi Q5 Hybrid, VID: CHUB-Q5A.
I'm not sure if you intend to measure particulate matter so I included the standards information just in case.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: richard.thomas@vw.com[]
Cc: christoph.kohnen@vw.com;CN=Jim
Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]; N=Jim
Snyder/OU=AA/O=USEPA/C=US@EPA;CN=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]; N=Robert
Peavyhouse/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Thur 9/1/2011 12:57:07 PM
Subject: VW/Audi Group 2010 CAFE Report

Richard,

Please email me a copy of the VW 2010 passenger car and light truck CAFE model year report(s), and enter them into the EPA Verify data base when you get a chance. When entering the document(s) into Verify, please enter them in the Verify document module under the 2010 model year and with a Compliance Document Type of "CAFE Model Year Report."

Thanks

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Thur 9/1/2011 2:27:01 PM
Subject: VW Group - Decision Information for Golf R

Hello Jim,

Today we submitted a decision information request for the Golf R, which is a new carline being added to Audi test group CADXJ02.03UA and evap family CADXR0110238.

Note, this vehicle is AWD and will be sold with manual transmission only. There is no new technology being introduced with this carline.

Note, we have also submitted a running change letter and revised initial application for this carline addition. We will need a revised certificate (the current certificate number is CADXJ02.03UA-002-R01).

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 9/1/2011 8:58:18 PM
Subject: Notification of a new in-use surveillance test class P-184
[NOTIF-P-184-Audi.doc](#)

Dear Sebasitan,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

September 1, 2011

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Rd.,
Auburn Hills, Michigan 48326

Dear Mr. Reineke,

The Environmental Protection Agency will test a 2009 model-year Audi test-group in our surveillance test-program. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of two or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure and highway cycle will follow a single LA-4 preconditioning cycle. If this test-group contains models which are equipped with 4WD or AWD, the vehicles may be tested in either of these modes.

One vehicle may be subjected to evaporative testing and a US06 is usually run per class. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system. If you are aware of OBD enabling criteria which would limit our ability to evaluate these systems, please inform me. Copies of the OBD enabling criteria which were approved during certification should be provided if there are such limitations.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

Lynn Sohacki
Compliance and Innovative Strategies Division

Enclosure

ENCLOSURE 1

<u>Lab</u>	NVFEL Ann Arbor, Michigan
<u>Test Group</u>	9AD XV03.23LC
<u>Estimated Start Date</u>	Week-ending October 7, 2011
<u>Recall/Testing Representative</u>	Lynn Sohacki
<u>Telephone Number</u>	(734) 214-4851
<u>E-mail address</u>	Sohacki.lynn@epa.gov
<u>Class Numbers</u>	P184/P185 (low-mileage / high-mileage)

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Fri 9/2/2011 1:24:45 PM
Subject: RE: Notification of a new in-use surveillance test class P-184

Hello Lynn,

Thank you very much for letting me know about the program.
Whenever the cars are ready to be inspected, just let me know.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, September 01, 2011 4:58 PM
To: Berenz, Sebastian
Subject: Notification of a new in-use surveillance test class P-184

Dear Sebasitan,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: NOTIF-P-184-Audi.doc)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 9/6/2011 2:06:38 PM
Subject: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Hello Jim,

I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd , therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Giles, Michael"
Sent: Tue 9/6/2011 2:58:05 PM
Subject: VW Group - New Certificate Request for CADXJ02.03UA / CADXR0110238

Hello Jim,

I hope you had a great Labor day weekend.

Just to let you know, this morning I submitted a new certificate request for Audi Test Group CADXJ02.03UA / Evap Family CADXR0110238 related to the addition of Golf R carline.

Also, on a related note if you could let us know the status of the decision for confirmatory testing for this vehicle it would be great.

Thanks,

Mike

From: Giles, Michael
Sent: Thursday, September 01, 2011 10:27 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: Rodgers, William; Hart, Robert (VWoA)
Subject: VW Group - Decision Information for Golf R

Hello Jim,

Today we submitted a decision information request for the Golf R, which is a new carline being added to Audi test group CADXJ02.03UA and evap family CADXR0110238.

Note, this vehicle is AWD and will be sold with manual transmission only. There is no new technology being introduced with this carline.

Note, we have also submitted a running change letter and revised initial application for this carline addition. We will need a revised certificate (the current certificate number is CADXJ02.03UA-002-R01).

Regards,

Mike

Michael Giles

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 9/7/2011 8:07:53 PM
Subject: VW Group - Bentley Running Change
william.rodgers@vw.com

Hello Jim,

I submitted (1) a Running Change "CBI_CBEXV06.0501_APP_C01_R00.PDF", (2) a revised Application and (3) a Certificate Request to add a Carline, Continental GTC, to the Bentley test group CBEXV06.0501. No new tests were performed for this carline because they were already carried over from 2011 and used as the worst case tests for the 2012 test group.

An additional correction was made to the Application Section 7 CSI to include the E85 tests previously confirmed by EPA and absent from the previous submission. The Verify release 8 changes were also included in this update.

Let me know if you have any questions.

Thanks,

Bill Rodgers

Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI

United States

(248) 754-4219

(248) 754-4207

william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Fri 9/9/2011 1:53:03 PM
Subject: VW Group - discussion feedback

Hello Jim,

Just a quick follow up on our discussion today regarding the number of test groups with similar concepts. I discussed this with our group and in general, the breakdowns are determined by the following factors:

- 1) Factory or development group (VWX or ADX), subject to the negotiations between these groups.
- 2) Emissions standard
- 3) "Grouping Statistic" criteria
- 4) Internal rational – for example whereas a PZEV Bin 3 might possibly be combined with a SULEV Bin 3, the factories could prefer distinct test groups for clarity.

Finally, Bill Rodgers mentioned that he is in the process preparing the MY 13 certification list you asked about.

Please let me know if you have any other questions.

Regards

Ex. 7

Ex. 7

Certification Specialist

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone +1-248-754-4229

FAX +1-248-754-4207

To: Jim Snyder/AA/USEPA/US@EPA[]
From: [REDACTED] Ex. 7
Sent: Tue 9/13/2011 2:49:35 PM
Subject: Accepted: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/13/2011 10:25:57 PM
Subject: Re: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o_l_/o)

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 9/13/2011 10:43:03 PM
Subject: Re: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Spoke to soon. I tried something different just now and it approved it without the error message.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 09/13/2011 06:25 PM
Subject: Re: VW Group - Conditional Certificate Request

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o\l_/o)

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Wed 9/14/2011 11:13:10 AM
Subject: RE: VW Group - Conditional Certificate Request
william.rodgers@vw.com

Thanks Jim,

What did we do before computers!

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, September 13, 2011 6:43 PM
To: Snyder.Jim@epamail.epa.gov
Cc: Rodgers, William
Subject: Re: VW Group - Conditional Certificate Request

Spoke to soon. I tried something different just now and it approved it without the error message.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 09/13/2011 06:25 PM
Subject: Re: VW Group - Conditional Certificate Request

Bill, just to let you know, I've tried to approve this last week but got an error code back. I've been working with the help desk but not resolved yet. It may have something to do with the conditional. It says "N" in a box for the cert details and when I change it to "Y" for Conditional, it won't save it.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 09/06/2011 10:07 AM
Subject: VW Group - Conditional Certificate Request

Hello Jim,
I submitted a Certification Request for the Audi Q5 2.0L Hybrid test group: CADXT02.0HUB. As a reminder this vehicle is scheduled for EPA testing on Nov. 2nd, therefore, we are requesting that a conditional certificate be issued.

Regards,

Bill Rodgers
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
Rochester Hills, MI
United States
(248) 754-4219
(248) 754-4207
william.rodgers@vw.com

/ _ \.
(o \ _ / o)

To: Jim Snyder/AA/USEPA/US@EPA;David Good/AA/USEPA/US@EPA[]; avid Good/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Fri 9/16/2011 3:55:49 PM
Subject: Interpretation of In-Use GHG Provisions
GHG In Use Test Provisions.pdf

Hello Jim and Dave:

This question may have come up before, but I am unable to find the answer and I have an urgent request for information.

In EPA's September 23, 2010 GHG presentation, there are a couple of slides that address in-use GHG requirements. I have attached these for reference.

My basic question is, on Slide 65 what exactly is meant by the parenthetical note "full useful life only" following the bullets for In-use CREE standard and In-Use N2O & CH4 standards?

Is this simply a reference that the CREE, N2O and CH4 standards are full useful life standards and vehicle results from IUVF testing are compared to the full useful life standards at the low-mileage and high-mileage test points?

A simple explanation of the in-use test requirements for CREE, N2O and CH4 would be appreciated (i.e., what testing is required at each of the low-mileage and high-mileage test points and the applicable standard).

Thanks, and best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

In-Use GHG Standards

86.1818(d); 86.1818(f); preamble 25421-24, 25476-77

- In-use CREE standard (full useful life only):
 - Based on actual vehicle (carline/subconfiguration) tested by the manufacturer/EPA and included in manufacturer's final model year report
 - Including data substitution, engine code equivalency, and analytically derived data
 - In-use CREE standard = combined (55% city/45% hwy) CREE value of the tested vehicle multiplied by 1.1
 - If the in-use vehicle (carline/subconfiguration) was not tested, the in-use standard defaults to model type combined CREE value multiplied by 1.1
 - For multi-fuel vehicles, must determine in-use CREE standards for each fuel
 - If manufacturer chooses to include N_2O & CH_4 in the **optional CREE (OCREE)** equation of 86.1818 (f)(2), in-use standards & compliance are based on the OCREE equation.
- In-use N_2O & CH_4 standards (full useful life only):
 - Depend on N_2O & CH_4 methodology selected for compliance in 86.1818(f):
 - If Cap standards were selected, in-use N_2O & CH_4 are the certification standards (no multiplier)
 - If N_2O & CH_4 emissions are included in the OCREE equation under 86.1818(f)(2), there are no in-use N_2O & CH_4 standards for that carline/subconfiguration.
- Apply to manufacturer's IUVP testing and EPA in-use testing

In-Use Testing

86.1818(f), 86.1845(b)(5)(i) & (c)(5)(i); preamble 25474-76,

- In-Use Verification Program (IUVP) Requirements
 - Manufacturer must measure and report CREE, N₂O, and CH₄ on 2012 and later IUVP vehicles
 - Measurement is required on **FTP and Highway** cycles, only.
 - For ethanol flexible fueled vehicles, perform gasoline tests only
 - Report the calculated E85 NMOG emissions per 86.1845-04(f)(2)
 - N₂O measurement is not required until 2015 model year, ref. 86.1829(b)(1)(iii)(G); and 600.113(g)(2)(iv)(C).
 - Must measure and report optional CREE (OCREE) emissions, if the test group was certified based on the OCREE equation of 86.1818 (f)(2).
 - No IUVP threshold criteria or IUVP testing requirements
- EPA In-use Surveillance Testing
 - EPA may measure CREE/OCREE, N₂O, CH₄ on 2012 and later in-use vehicles
 - FTP and Highway cycles only.
 - Any failures or unusual results would need to be addressed by the mfr.

To: Jim Snyder/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA[]; hris Nevers/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA[]; inc Wehrly/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA[]; oberts French/AA/USEPA/US@EPA[]
Cc: Joel Ball/AA/USEPA/US@EPA;Martin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA[]; artin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA[]; tephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA[]; om Anderson/AA/USEPA/US@EPA[]
From: "Kata, Leonard"
Sent: Thur 9/22/2011 3:36:40 PM
Subject: RE: Invitation: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification (Sep 29 01:00 PM EDT in AA-C126/AA-OTAQ-OFFICE@EPA)

Hello everyone:

I am looking forward to our meeting next week. I have been asked by one of my colleagues from Volkswagen AG about the possibility of extending the meeting by approximately 30 minutes. The meeting is currently scheduled for 1:00 – 3:00 p.m. on September 29, 2011.

Volkswagen would like to take the opportunity to provide an introductory technical presentation on a 1.4L hybrid concept. The additional information would extend the meeting until 3:30 p.m. Participation by emission certification staff would be appreciated.

Best regards,

Len

Leonard W. Kata

Manager, Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

-----Original Appointment-----

From: Jim Snyder/AA/USEPA/US

Sent: Monday, August 22, 2011 5:19 PM

To: Jim Snyder/AA/USEPA/US; Nevers.Chris@epamail.epa.gov; Kata, Leonard; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov
Cc: Ball.Joel@epamail.epa.gov; Reineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov
Subject: Invitation: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification (Sep 29 01:00 PM EDT in AA-C126/AA-OTAQ-OFFICE@EPA)
When: Thursday, September 29, 2011 1:00 PM-3:00 PM (GMT-05:00) Eastern Time (US & Canada).
Where:

Invitation: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification

09/29/2011 -

Chair:
Jim Snyder/AA/USEPA/US

Sent By:
Snyder.Jim@epamail.epa.gov

Rooms:
AA-C126/AA-OTAQ-OFFICE@EPA
AA-C127/AA-OTAQ-OFFICE@EPA

Snyder.Jim@epamail.epa.gov

Jim Snyder has invited you to a meeting. You have not yet responded.

Required:
Chris Nevers/AA/USEPA/US@EPA, Leonard.Kata@vw.com, Linc Wehrly/AA/USEPA/US@EPA, Roberts French/AA/USEPA/US@EPA

Optional:
Joel Ball/AA/USEPA/US@EPA, Martin Reineman/AA/USEPA/US@EPA, Stephen Healy/AA/USEPA/US@EPA, Tom Anderson/AA/USEPA/US@EPA

Description

We have some folks visiting the US for a number of meetings, and would like to use the opportunity to discuss PHEV fuel economy and labeling, and other certification/emission testing topics. We would like about 2 hours in the afternoon.

Best regards,

Len << File: ATT53879.htm >> << File: c171901.ics >> << File: ecblank.gif >> << File: pic23877.gif >>

To: [REDACTED] Ex. 7 @vw.com]
Cc: [REDACTED] Ex. 7 @vw.com]; [REDACTED] Ex. 7 @vw.com; CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA; CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA; CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Fri 9/23/2011 5:55:26 PM
Subject: Re: 2010 Volkswagen Group PC and LDT CAFE Reports seem to be missing some pages
[CBI AVWX COMMON CAFE LDT R00.pdf](#)
[CBI AVWX COMMON CAFE LDV R00.pdf](#)
[2009 VW LDT CAFE Letter-from Verfiy-3-22-2010.pdf](#)

Ex. 7

These CAFE model year reports seem to be missing a few pages (when compared to the 2009 and earlier CAFE reports,).

For example, they don't include:

the data used in your calculations, ref 600.512-08(c)(1) to (c)(3);

fuel economy for each model type (and a list of model types) included in your calculation, ref 600.512-08(c)(1) to (c)(3);

Authenticity & accuracy of production data included in your calculation (signed by a vice-president or higher).

For example, I can't determine what model Bentlys, Lamborghinis, & Bugattis were included in your calculations.

When you get a chance, please revise your CAFE letters (adding the missing information), and email me copies of the revised letters and enter a pdf copies into Verify.

I'll include the 2009 VW Truck CAFE letter as an example.

Thanks

Ex. 6

Dave

From: [REDACTED] Ex. 7 @vw.com>
To: David Good/AA/USEPA/US@EPA
Cc: [REDACTED] Ex. 7 @vw.com>
Date: 09/02/2011 07:27 AM
Subject: 2010 Volkswagen Group PC and LDT CAFE Reports

Hello Dave;

Please find two files with the 2010 Volkswagen Group of America, Inc. Passenger Car and Light-Duty Truck Final CAFE Reports.

If you have any questions, please contact me or **Ex. 7**

Best regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)

Ex. 7

Ex. 7 @VW.com

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

September 1, 2011 Date

Subject: Volkswagen Group 2010 Final LDT CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE 41 248 754 5000

Enclosed is the manufacturer's calculation for the 2010 final fuel economy average. This calculation is provided for the Volkswagen Group Import Truck category and in accordance with the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2010 model year. The report has successfully been processed using the CFEIS system and submitted through Verify. The Excel manufacturer CAFE calculator file was also included with this submittal. The Volkswagen Group will choose to comply with the unreformed LDT CAFE standard of 23.5 MPG for the 2010 model year in accordance with 49 CFR 533.5 (f), paragraph (a) Table IV.

The final Volkswagen Group Import Truck CAFE value is **25.2** MPG.

If you have any questions or require additional information, please contact me or Richard Thomas of my staff at (248) 754-4213 or email Richard.Thomas@VW.com.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen, General Manager
Engineering and Environmental Office

Attachments

2010 FINAL CAFE-IMPORT TRUCK
VOLKSWAGEN GROUP
MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 25.2 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

IAFE	Average fuel economy of non-domestically produced trucks.
TIPA	Total number of trucks produced or imported for sale in the United States.
IMT	Number of trucks of a model type produced or imported.
FEMT	Fuel economy, MPG for a model type.
MT	Model type
n	Total number of model types imported (as applicable in a manufacturer's model year).

$$\text{IAFE (unadjusted)} = \frac{46,034}{1824.3746} = 25.2328 \text{ MPG}$$

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

September 1, 2011 Date

Subject: Volkswagen Group 2010 Final CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Dear Mr. Wehrly;

Enclosed is the manufacturer's calculation for the 2010 final fuel economy average. This calculation is provided for the Volkswagen Import Passenger Car category and in accordance to the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2010 model year vehicles. The report has successfully been processed using the CFEIS system and submitted through Verify. The final Import Passenger Car CAFE value adjusted is 33.3 MPG.

The attachments to this letter contain the domestic content calculation as requested in the EPA certification mail-out CD-92-06. The Volkswagen Group of America, Inc. procedure for this calculation follows the procedure outlined in 40 CFR 600.511-80. Our procedure is described as follows:

- For vehicles produced outside of the NAFTA territory, the "declared value" of foreign components is basically, the ex factory value of each of the models which we have imported. The freight and insurance is added to this value and is labeled as "adjusted import value". The value of U.S. components has not been excluded because this value is included in the declared value upon importation of the vehicles. The "cost of production" as defined in the regulations equates to our wholesale price to the dealer.
- For vehicles produced within the NAFTA territory (Mexico), we followed the procedure established according to NAFTA Appendix 300-A.3, where Paragraph 1 states:

"For purposes of the Energy Policy and Conservation Act of 1975, 42 U.S.C. 6201...the United States shall consider an automobile to be domestically manufactured in any model year if at least 75 percent of the cost to the manufacturer of such automobile is attributable to value added in Canada, Mexico or the United

States...Paragraph 1 shall apply beginning with the next model year after January 1, 2004, where the enterprise subject to the fuel economy requirements for those automobiles under the CAFE Act, has not made an election under subparagraph a)."

For purposes of paragraph 1, and according to 40 CFR 600.511-80, the ratio obtained in the domestic production determination was obtained from dividing the sum of the declared value (as defined in §600.502) of all of the imported components installed or included on automobiles produced within such a car line within a given model year plus the cost of transportation and insuring such components to the United States Port of entry, by the cost of production (as defined in §600.52) of all automobiles within such a car line.

The calculated results for each model are listed in the right column entitled CAFE Ratio. These values are clearly greater than the 0.25 ratio and therefore all Volkswagen Group models are determined to be in the Import category.

If you have any questions or require additional information, please contact me or Mr. Richard Thomas at (248) 754-4213.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen
General Manager
Engineering and Environmental Office

attachments

2010 FINAL CAFE-LDV
VOLKSWAGEN GROUP
MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 33.1 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

IAFE	Average fuel economy of non-domestically produced automobiles.
TIPA	Total number of passenger automobiles produced or imported for sale in the United States.
IMT	Number of passenger automobiles of a model type produced or imported.
FEMT	Fuel economy, MPG for a model type.
MT	Model type
n	Total number of model types imported (as applicable in a manufacturer's model year).

$$\text{IAFE (unadjusted)} = \frac{274338}{8294.9195} = 33.0730 \text{ MPG}$$

$$\text{IAFE (adjusted)} = 33.3 \text{ MPG}$$

VOLKSWAGEN GROUP OF AMERICA, INC.
DOMESTIC CONTENT CALCULATION FOR 2010 FINAL CAFE

<u>AUDI</u>	<u>MSRP</u>	<u>Import Value</u>	<u>Ocean Freight</u>	<u>Insurance</u>	<u>Adjusted Import Value</u>	<u>Wholesale Price</u>	<u>CAFE Ratio</u>
-------------	-------------	-------------------------	--------------------------	------------------	--------------------------------------	----------------------------	-----------------------

Ex. 4 - CBI

Volkswagen Group of America, Inc.
Domestic Content Calculation for 2010MY

Ex. 4 - CBI



VOLKSWAGEN

Ex. 4 - CBI

VOLKSWAGEN

GROUP OF AMERICA

Mr. Linc Wehrly
Compliance and Innovative Strategies Division
Light-Duty Vehicle Group
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, Michigan 48105

Dr. Christoph Kohnen Name
General Manager Title
EEO Department
248 754 4201 Phone
248 754 4207 Fax
Christoph.Kohnen@vw.com E-Mail

March 22, 2010 Date

Subject: Volkswagen Group 2009 Final LDT CAFE Report

VOLKSWAGEN GROUP OF AMERICA, INC.
3800 HAMLIN ROAD
AUBURN HILLS, MI 48326
PHONE +1 248 754 5000

Enclosed is the manufacturer's calculation for the 2009 final fuel economy average. This calculation is provided for the Volkswagen Group Import Truck category and in accordance with the regulations contained in 40 CFR 600.510-93. The final CAFE value is based upon approved EPA fuel economy data and final production volumes for the 2009 model year. The report has successfully been processed using the CFEIS system and submitted through Verify. The Excel manufacturer CAFE calculator file was also included with this submittal. The Volkswagen Group will choose to comply with the unreformed LDT CAFE standard of 23.1 MPG for the 2009 model year in accordance with 49 CFR 533.5 (f), paragraph (a) Table IV.

The final Volkswagen Group Import Truck CAFE value is **24.5 MPG**.

If you have any questions or require additional information, please contact me or Richard Thomas of my staff at (248) 754-4213 or email Richard.Thomas@VW.com.

Sincerely,
VOLKSWAGEN GROUP of AMERICA, Inc.



Dr. Christoph Kohnen, General Manager
Engineering and Environmental Office

Attachments

2009 FINAL CAFE-IMPORT TRUCK VOLKSWAGEN GROUP MANUFACTURER AVERAGE CALCULATION

Calculate fuel economy average of domestically and non-domestically produced automobiles where:

$$\text{Import Average IAFE} = \frac{\text{TIPA}}{n} = 24.5 \text{ MPG (unadjusted)}$$

$$\sum_{\text{MT}=1} \frac{\text{IMT}}{\text{FEMT}}$$

IAFE	Average fuel economy of non-domestically produced trucks.
TIPA	Total number of trucks produced or imported for sale in the United States.
IMT	Number of trucks of a model type produced or imported.
FEMT	Fuel economy, MPG for a model type.
MT	Model type
n	Total number of model types imported (as applicable in a manufacturer's model year).

$$\text{IAFE (unadjusted)} = \frac{37,891}{1549.2697} = 24.4573 \text{ MPG}$$

2009 VOLKSWAGEN GROUP FINAL MODEL YEAR CAFE REPORT

Import Light Duty Truck CAFE

CARLINE	CID	TRANS	INERTIA	MODEL TYPE FUEL ECONOMY		
				CITY	HWY	COMBINED
Touareg	195	S6q	5500	17.5993	26.9114	20.8
Touareg	181	S6q	5500	21.9000	34.4000	26.2
Touareg	254	S6q	5500	15.7000	25.1000	18.9
Tiguan	121	M6	4000	23.3000	36.2000	27.8
Tiguan	121	S6	4000	22.9000	34.1000	26.9
Tiguan 4-Motion	121	S6q	4000	22.4494	33.3000	26.3
Audi Q7	195	S6q	5500	17.5993	26.9114	20.8
Audi Q7	181	S6q	6000	19.8000	33.3000	24.2
Audi Q7	254	S6q	6000	16.2000	24.6000	19.1
Audi Q5	195	S7q	4500	22.7000	30.7000	25.7

SALES

Ex. 4 - CBI

CAFE UNROUNDED = 24.4573

VOLKSWAGEN GROUP CAFE (MPG) = **24.5**

UNREFORMED CAFE STANDARD = 23.1

To: Joel Ball/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Mon 9/26/2011 3:25:30 PM
Subject: VWGoA IUVP - MY2006 High Mileage and MY2010 Low Mileage Program
sebastian.berenz@vw.com

Hello Mr. Ball,

Like recently discussed, we are still in the process to finish up our high mileage program for MY2006 and low mileage program for MY2010.

Since we are a little bit late, I just want to keep you informed about our activities.

Status:

- For IUVP HM MY2006 we already tested 61 cars which are already submitted via verify. The high altitude part is finished and submitted too. We still have 5 more cars to do which are lined up.
- For IUVP LM MY2010 we already tested 12 cars which are also already submitted via verify. We still have 10 more cars to do.

We are working hard to get the last cars to our laboratory in Westlake Village, CA. The 10 cars for MY 2010 will all be shipped from Michigan and some are already on the way.

In order to be prepared for the next program, we are right now working on high mileage program MY2007. Customers will be contacted within the next few weeks. The plan is to get as much cars as possible from MY2007 by the end this year. Than we go on by the beginning of next year.

If I don't hear anything back from you, I will proceed with the program to finish everything up.

Please let me know if you have any questions to our activities.

Thank you.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Wed 9/28/2011 1:12:36 PM
Subject: Flex-Fuel Test Sequence

Hello Vince,

Just for clarity I need a little more information about the testing sequence.

I believe that Flex-Fuel Evap tests are done with E10 and the exhaust tests with E85.

Is the Ethanol test sequence below correct?

fuel change w/E10 – prep – soak / E10 FTP / E10 2-Day Evap / fuel change w/E85 – prep – soak / E85 FTP / E85 Hwy / E85 US06

Alternate (fuel change w/E85 – prep – soak / E85 FTP / E85 Hwy / E85 US06 / fuel change w/E10 – prep – soak / E10 FTP / E10 2-Day Evap)

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Michael Olechiw/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 9/28/2011 3:45:06 PM
Subject: EPA Meetings with VW Group - September 29, 2011

Hello Michael and Jim:

I am not sure if our meetings tomorrow morning and afternoon will be in the same room; however, is it possible to have a speaker telephone in the room(s)? There are a couple of people from the VW Group in Germany that would like to join in the meeting.

I will establish a conference call number and passcode, Ex. 7 so the only need is a speaker phone.

We will also bring a portable projector, so no need to worry about that.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: Ex. 7@vw.com

To: [Ex. 7]@audi.de]; ichael
Olechiw/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@volkswagen.de]; im Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@volkswagen.de]; [Ex. 7]
[Ex. 7]@volkswagen.de]; [Ex. 7]@volkswagen.de];
[Ex. 7]@AUDI.DE]; [Ex. 7]
[Ex. 7]@vw.com]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Wed 9/28/2011 3:56:15 PM
Subject: Invitation: EPA Meetings (Sep 29 09:00 AM EDT in Telephone Conference)

To all:

I have set up a call-in number for tomorrow's meetings with EPA, if you wish to join (I hit the send button too soon on the prior invitation).

This does not require any action on the part of EPA staff other than to provide a speaker telephone. I have included EPA staff for information.

There are two meetings, starting at 0900hr Detroit time and 1300hr Detroit time, with the call-in number open for the entire time (0900 – 1530hr Detroit time).

Details:

The following is a telephone call-in number for the EPA meetings tomorrow.

You have been invited to attend a conference call. Please accept or reject. Details are below.

Audio Conference Information:

Bridge Name: [Non-Responsive]
Participant Code: [Non-Responsive]
Bridge Dial-in Number: [Non-Responsive]

Best regards,

[Ex. 7]

To: [Ex. 7]@vw.com]
Cc: CN=Michael Olechiv/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/28/2011 5:12:03 PM
Subject: Re: EPA Meetings with VW Group - September 29, 2011

[Ex. 7] I don't know what room Mike has but we'll be in N66 which has a conference phone.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Michael Olechiv/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA
Date: 09/28/2011 11:46 AM
Subject: EPA Meetings with VW Group - September 29, 2011

Hello Michael and Jim:

I am not sure if our meetings tomorrow morning and afternoon will be in the same room; however, is it possible to have a speaker telephone in the room(s)? There are a couple of people from the VW Group in Germany that would like to join in the meeting.

I will establish a conference call number and passcode: [Ex. 7] so the only need is a speaker phone.

We will also bring a portable projector, so no need to worry about that.

Best regards,

Ex. 7

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA;CN=Matt Spears/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA;CN=Matt Spears/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Roberts French/OU=AA/O=USEPA/C=US@EPA;CN=Matt Spears/OU=AA/O=USEPA/C=US@EPA[]; N=Roberts French/OU=AA/O=USEPA/C=US@EPA;CN=Matt Spears/OU=AA/O=USEPA/C=US@EPA[]; N=Matt Spears/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 9/28/2011 5:17:01 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To:

Nevers.Chris@epamail.epa.gov; Ex. 7 @vw.com; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; Ex. 7 @vw.com; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; Wehrly.Linc@epamail.epa.gov; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; French.Roberts@epamail.epa.gov; Spears.Matt@epamail.epa.gov[]; Spears.Matt@epamail.epa.gov[]

Cc:

Ball.Joel@epamail.epa.gov; Reineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; Reineman.Martin@epamail.epa.gov; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; Healy.Stephen@epamail.epa.gov; Anderson.Tom@epamail.epa.gov[]; Anderson.Tom@epamail.epa.gov[]

Bcc:

[]

From: Snyder.Jim@epamail.epa.gov

Sent: Wed 9/28/2011 5:17:02 PM

Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 9/28/2011 6:45:04 PM
Subject: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# Ex. 6 Incoming on 10/5/11 (Wednesday)
@ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up.
Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Jim Snyder/AA/USEPA/US@EPA;Linc Wehrly/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA;Joel Ball/AA/USEPA/US@EPA;Martin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; inc Wehrly/AA/USEPA/US@EPA;Roberts French/AA/USEPA/US@EPA;Joel Ball/AA/USEPA/US@EPA;Martin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; oberts French/AA/USEPA/US@EPA;Joel Ball/AA/USEPA/US@EPA;Martin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; oel Ball/AA/USEPA/US@EPA;Martin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; artin Reineman/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; tephen Healy/AA/USEPA/US@EPA;Tom Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; om Anderson/AA/USEPA/US@EPA;Chris Nevers/AA/USEPA/US@EPA[]; hris Nevers/AA/USEPA/US@EPA[]

From: "Kata, Leonard"

Sent: Wed 9/28/2011 9:40:19 PM

Subject: VW Group Meeting

[00 PHEV-Meeting EPA Sept 2011.pdf](#)

[Vorstellung 1 4 Hybrid 2011 EPA.pdf](#)

To all:

I have attached advance copies of the materials that the Volkswagen Group will present at the meeting scheduled for tomorrow afternoon.

If I have missed anyone that should be informed, please forward a copy.

We will also bring paper copies to the meeting.

Best regards,

Len

Leonard W. Kata

Manager, Emission Regulations and Certification

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Phone: (248) 754-4204

Cell: (248) 797-3886

E-Mail: leonard.kata@vw.com

To: Snyder.Jim@epamail.epa.gov[]

Cc:

Anderson.Tom@epamail.epa.gov;Ball.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
all.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
rench.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
ealy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
evers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
eineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
pears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; ehrlly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 9/29/2011 4:38:30 PM
Subject: Reminder: Today's VW Audi MTG IN N66 not 126

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder.Jim@epamail.epa.gov
To: Nevers.Chris@epamail.epa.gov; [Ex. 7] Wehrly.Linc@epamail.epa.gov, French.Roberts@epamail.epa.gov, Spears.Matt@epamail.epa.gov
Cc: Ball.Joel@epamail.epa.gov, Reineman.Martin@epamail.epa.gov, Healy.Stephen@epamail.epa.gov, Anderson.Tom@epamail.epa.gov
Date: 09/28/2011 01:17 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder
Light-Duty Vehicle Group

Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Snyder.Jim@epamail.epa.gov[]

Cc:

Anderson.Tom@epamail.epa.gov;Ball.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
all.Joel@epamail.epa.gov;French.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
rench.Roberts@epamail.epa.gov;Healy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
ealy.Stephen@epamail.epa.gov;[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
[Ex. 7]@vw.com;Nevers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
evers.Chris@epamail.epa.gov;Reineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
eineman.Martin@epamail.epa.gov;Spears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[];
pears.Matt@epamail.epa.gov;Wehrly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; ehrlly.Linc@epamail.epa.gov;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA[]

Bcc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Thur 9/29/2011 4:38:30 PM

Subject: Reminder: Today's VW Audi MTG IN N66 not 126

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Snyder.Jim@epamail.epa.gov
To: Nevers.Chris@epamail.epa.gov; [Ex. 7]@vw.com, Wehrly.Linc@epamail.epa.gov, French.Roberts@epamail.epa.gov, Spears.Matt@epamail.epa.gov
Cc: Ball.Joel@epamail.epa.gov, Reineman.Martin@epamail.epa.gov, Healy.Stephen@epamail.epa.gov, Anderson.Tom@epamail.epa.gov
Date: 09/28/2011 01:17 PM
Subject: Mtg with VW Audi: PHEV fuel economy, labeling and misc certification room change to N66

The VW meeting thursday afternoon has moved to N66. Matt Spears asked to trade rooms with us since they have an all day event in 126.

Jim Snyder

Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 10/4/2011 2:44:03 PM
Subject: RE: In-use vehicles scheduled for next week
sebastian.berenz@vw.com

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group 9AD XV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: **Ex. 6** is a 2.0l Audi A4 MY2009 and wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, September 28, 2011 2:45 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN#

Ex. 6

coming on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

disabling traction control, stability control and any load leveling the vehicle may have

preferred method for loading the canister

preferred fuel drain method

any special starting procedures

ABS disabling instructions

for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 10/4/2011 5:40:32 PM
Subject: RE: In-use vehicles scheduled for next week
sebastian.berenz@vw.com

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9AD XV02.034B so we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that. The VIN is correct and your dealer network is correct, it is a 2.0l vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 10/04/2011 10:45 AM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group 9AD XV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: Ex. 6 is a 2.0l Audi A4 MY2009 and wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, September 28, 2011 2:45 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# Ex. 6 Incoming on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 10/5/2011 1:22:47 PM
Subject: Fw: In-use vehicles scheduled for next week
sebastian.berenz@vw.com

Hi, Sebastian.

We got the car and discovered that the test group is actually 9AD XV02.03UB. Apparently, the customer read the label incorrectly. Sorry for the confusion.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 10/05/2011 09:21 AM -----

From: Lynn Sohacki/AA/USEPA/US
To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
Date: 10/04/2011 01:40 PM
Subject: RE: In-use vehicles scheduled for next week

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9AD XV02.034B so we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that. The VIN is correct and your dealer network is correct, it is a 2.0l vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 10/04/2011 10:45 AM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group 9AD XV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN **Ex. 6** is a 2.0l Audi A4 MY2009 and wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, September 28, 2011 2:45 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN **Ex. 6** Incoming on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Wed 10/5/2011 2:33:46 PM
Subject: RE: In-use vehicles scheduled for next week
[parameters form.xlsx](#)
[test procedure with fuel drain.pdf](#)
http_elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>

Hello Lynn,

See attached the parameter sheet for the vehicle you bring in today.

<<parameters form.xlsx>>

Also I attached a fuel drain procedure. This is similar to the one we had with the 3.1l confirmatory program.

Since we have a start adaptation it is necessary to make sure that we are not influencing it in a negative way though a drain not matching strategy.

<<test procedure with fuel drain.pdf>>

Also I could see that this vehicle: **Ex. 6** has an open service campaign on the Camshaft Adjuster. Just for your information, we take a look at the car anyways and I suggest we test it as it is and decide later.

<<http_elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf>>

We will be at your lab after lunch today and explain everything to the URS guys.

Let me know if you have any questions.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 05, 2011 9:23 AM

To: Berenz, Sebastian

Subject: Fw: In-use vehicles scheduled for next week

Hi, Sebastian.

We got the car and discovered that the test group is actually

9ADXV02.03UB. Apparently, the customer read the label incorrectly.

Sorry for the confusion.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 10/05/2011 09:21 AM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 10/04/2011 01:40 PM

Subject: RE: In-use vehicles scheduled for next week

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9ADXV02.034B so we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that. The VIN is correct and your dealer network is correct, it is a 2.0l vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/04/2011 10:45 AM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group

9ADXV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: **Ex. 6** a 2.0l Audi A4 MY2009 and wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, September 28, 2011 2:45 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# V **Ex. 6** Incoming
on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*

- preferred method for loading the canister

- preferred fuel drain method

- any special starting procedures

- ABS disabling instructions

- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab

personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx)



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons 40% Fill Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mpH

C Lb-force*mpH²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

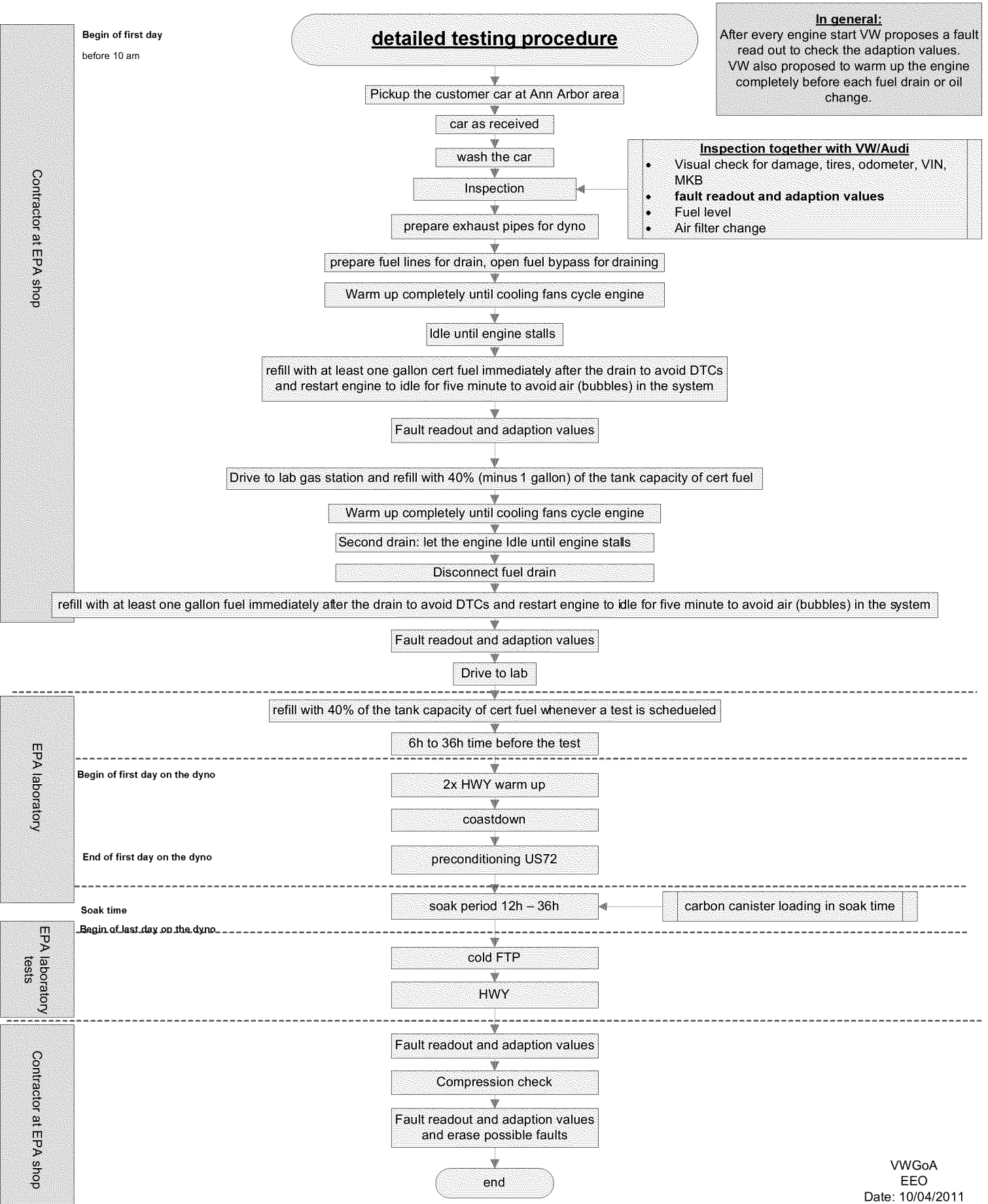
This information was obtained from:

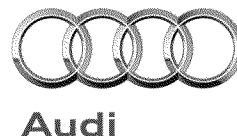
- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ Date: _____

EG&G Representative: _____ Date: _____

EPA Representative: _____ Date: _____





Technical Service Bulletin

UPDATE - Camshaft Adjuster (LNVW)

15 11 24 2026802/2 August 3, 2011. Supersedes Technical Service Bulletin Group 15 number 11 – 23 dated July 5, 2011 for reasons listed below.

Model(s)	Year	VIN Range	Vehicle-Specific Equipment
Audi A4	2009	9A045334 – 9A243268 9N005846 – 9N078573	2.0L TFSI
Audi A4	2010	AA003650 – AA027812 AN000217 – AN024840	
Audi A5	2010	AA000475 – AA030526	
Audi A5 Cabriolet	2010	AN004797 – AN007225	

Condition

REVISION HISTORY		
Revision	Date	Purpose
2	-	Revised <i>Service</i> (Revised Step 6)
1	7/5/2011	Original publication

This RVU has been proactively released to prevent the following condition from occurring in the vehicle:
2.0 T Engine camshaft adjuster replacement.

This Required Vehicle Update (RVU) is in effect until removed.

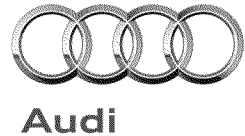
Vehicle must meet all of the following criteria:

- Procedure is valid only for vehicles that show the 15D6 code in the ElsaWeb Campaign/Action Information screen on the day of repair.
- Vehicle must be within the Limited New Vehicle Warranty.
- Procedure must be performed within the allotted time frame stated in this Technical Service Bulletin.
- Procedure must be performed on applicable vehicles in dealer inventory prior to sale.

Technical Background

On Audi vehicles with 2.0L TFSI engines built within a specific period, it is possible that the non-return valve on the camshaft adjuster (bearing saddle) may break. As a result, fragments of the non-return valve can enter the lubrication system.

Technical Service Bulletin



Production Solution

Not applicable.

Service

- Please notify customers who have taken delivery of one of the affected vehicles when the vehicles are next in the workshop.
- Please ensure that all affected vehicles are checked and repaired during the next service visit. Make a note of the required campaign on the workshop order *before* it is signed by the customer.
- If it is omitted to perform the work required for the campaign during a workshop visit, notify the customer about the campaign immediately (registered mail with advice of receipt).
- Pass on the information to your new and used car sales departments so that the vehicles affected are checked and, if necessary, repaired immediately.

Longitudinal engine:

1. Pull off engine cover panel (Figure 1, arrows).

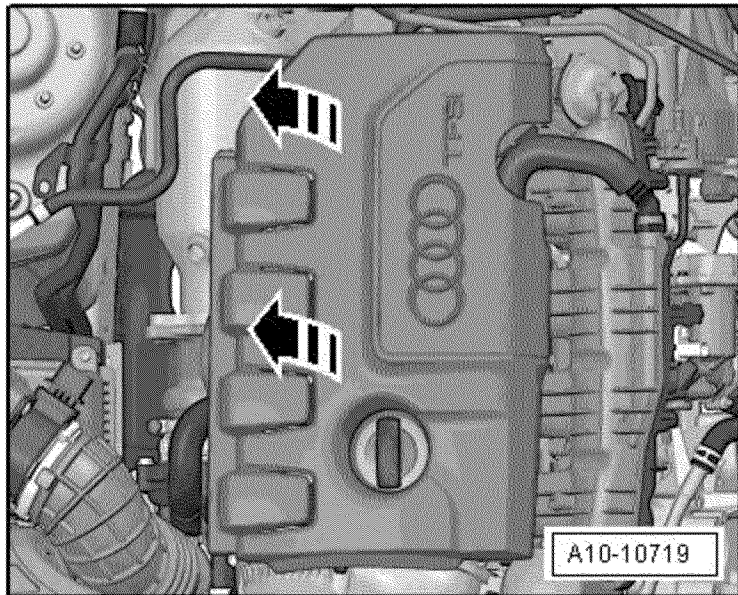


Figure 1. Engine cover.

2. Detach connector from camshaft control valve (Figure 2, 1)
3. Remove bolts (4 total) (Figure 2, arrows) and detach camshaft control valve.

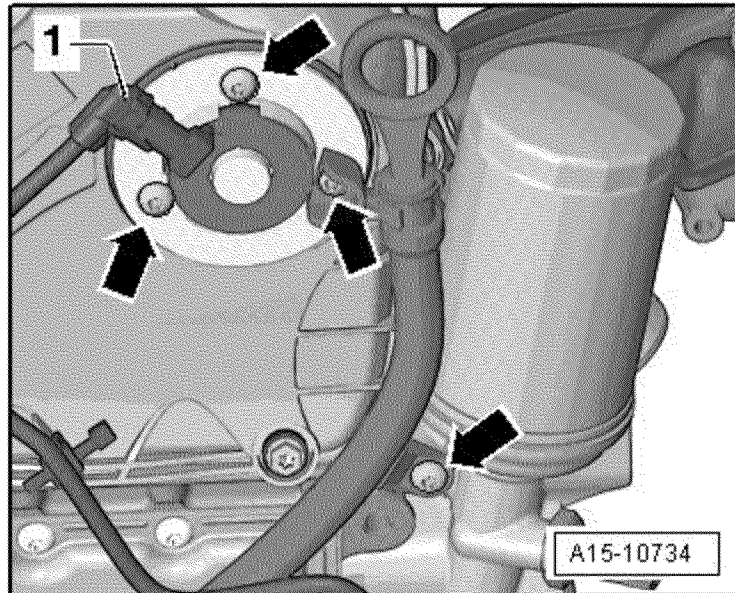


Figure 2. (1) Camshaft control valve.



Tip: Catch escaping oil with a cloth.

4. Remove wire harness from timing chain cover (Figure 3).

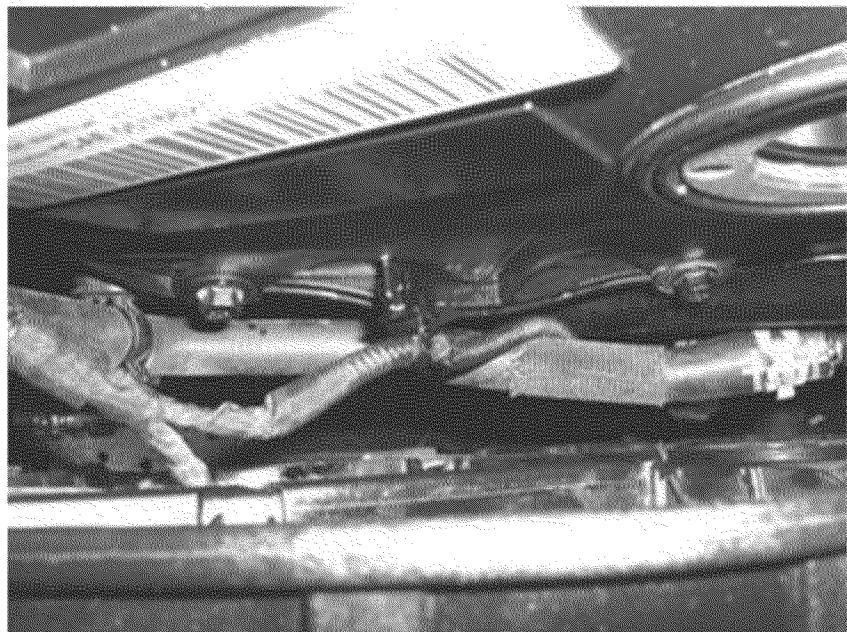


Figure 3. Wire harness.

5. Unscrew bolts in order (Figure 4, 1-5) and remove timing chain cover.

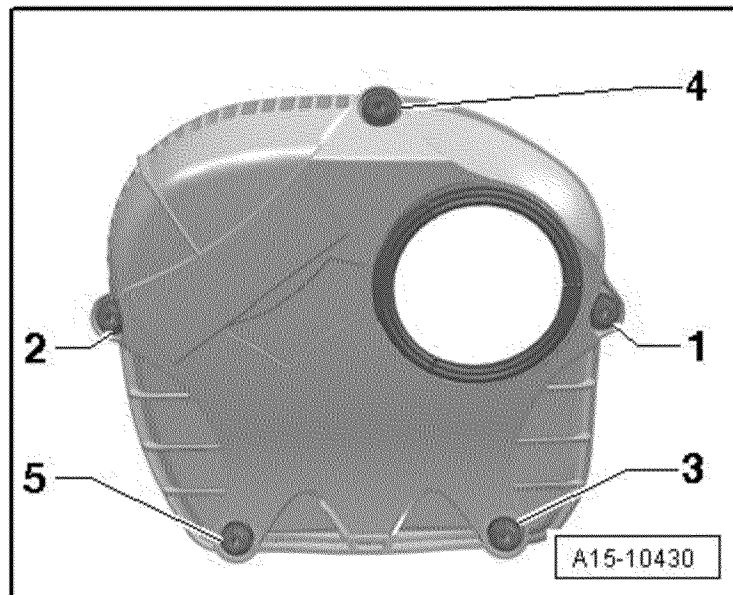


Figure 4. Bolts.



Note:

The control valve has a left-hand thread.

6. Unscrew control valve in direction indicated by arrow (clockwise) using assembly tool **T10352/1** or **T10352**.

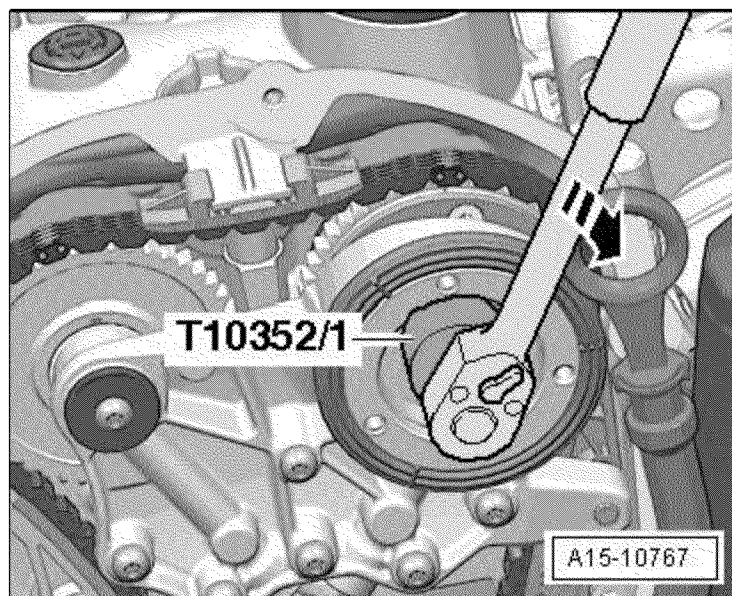


Figure 5. Tool, T10352/1.



Tip: Catch escaping oil with a cloth.

7. Remove bolts. (7 total)

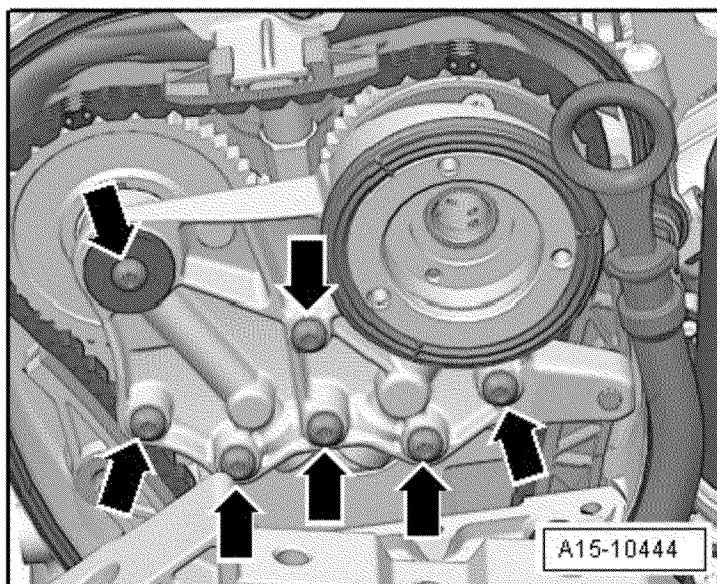


Figure 6. Bolts.

8. Place cloth under bracket (bearing saddle) to catch escaping oil and any parts of non-return valve that may drop out.

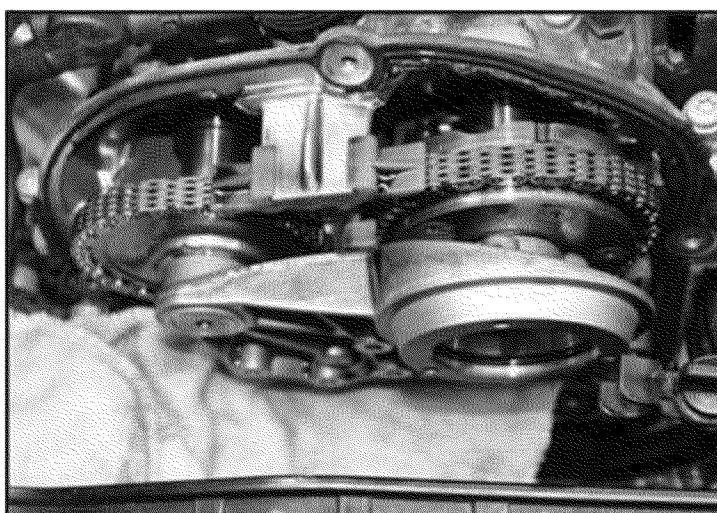


Figure 7. Cloth underneath bracket (bearing saddle).

**Note:**

If the camshaft is damaged, follow the procedure detailed in TSB 2023107.

9. Replace bracket (bearing saddle).

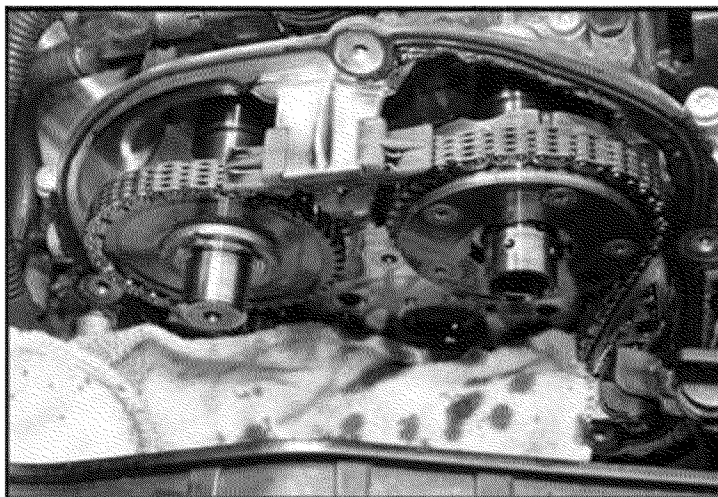


Figure 8. Bracket (bearing saddle).



Tip: Lubricate bearing surface with oil before installing.

Installation is carried out in the reverse order; note the following:

1. Replace 1 and reinstall 2 and 3:

Tightening torques:

(Figure 9, 1) 20 Nm + 90° (M8) -
Replace bolt

(Figure 9, 2) 35 Nm - Control valve
(Left-hand thread!)

(Figure 9, 3) 9 Nm - Bolt

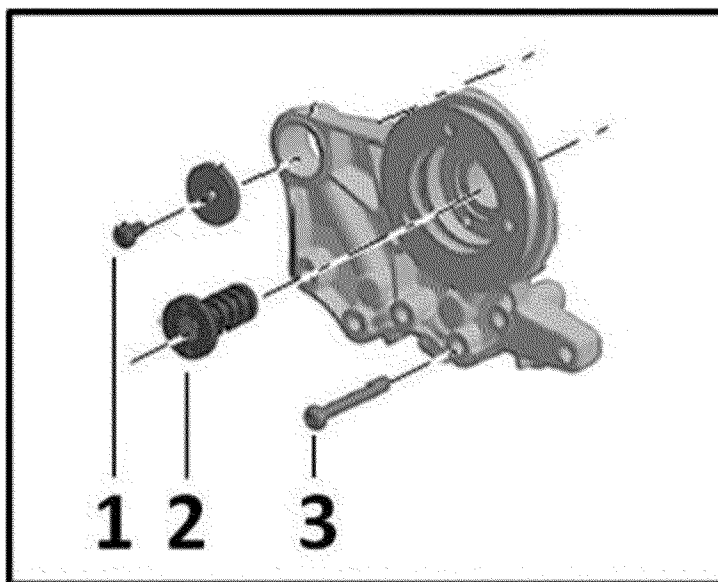


Figure 9. (1) Replace bolt. (2) Control valve. (3) Bolt.

2. Renew seal and O-ring only if damaged. Lubricate with engine oil before installing.

Tighten bolts in the sequence shown.
(Figure 10, 1 to 5).

Tightening torque:

9 Nm

Reconnect wire harness.

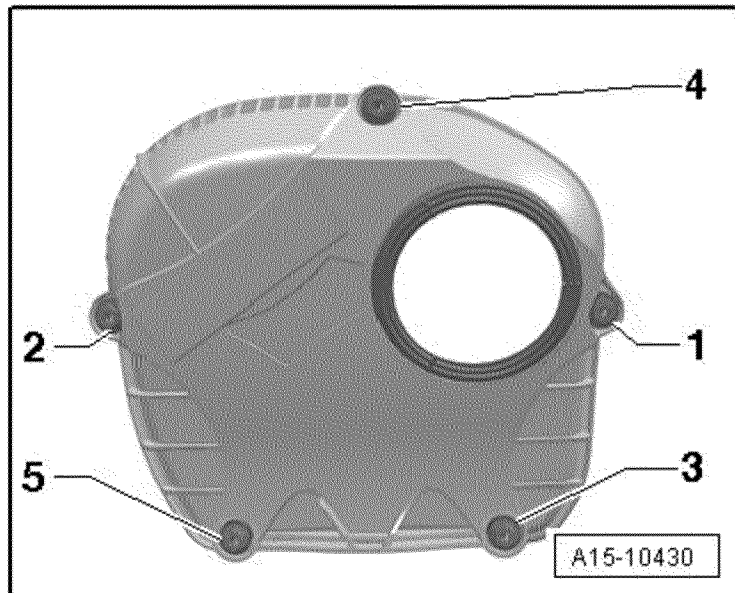


Figure 10. Tighten bolts in order shown.

3. Reinstall bolts.

Tightening torque:

9 Nm

Connect camshaft control valve
(Figure 11, 1) N205.

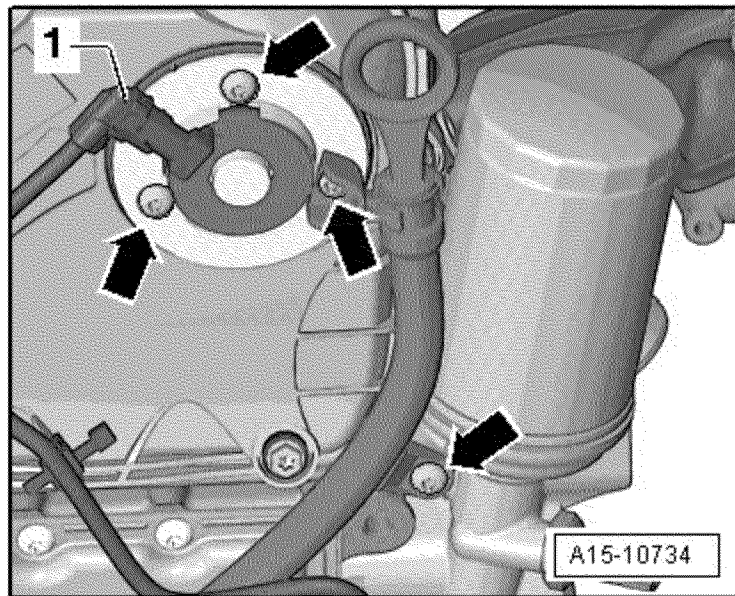
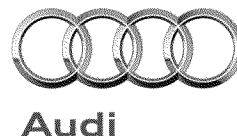


Figure 11. Tighten camshaft control valve.

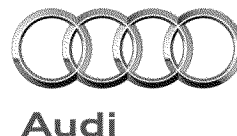
Technical Service Bulletin



Warranty

Required Vehicle Update Technical Bulletin Time Requirements/ Reimbursement	To ensure prompt and proper payment, be sure to immediately enter the applicable reimbursement code listed below upon completion of the repair work. Claims will be paid only for vehicles that show the 15D6 code in the ElsaWeb Campaign/Action Information screen on the day of repair.			
15D6 Saga Claim Entry Procedure Check ElsaWeb to determine whether RVU 15D6 is open. Service No.: 15D6 Damage Code: 0099 Parts Manufacturer - Removed part: 002 Claim Type Sold vehicle = 7 10 Unsold vehicle = 7 90 Saga Accounting Instructions				
Criteria ID		Repair operation	Labor Operation Number	TU
20	8F, 8K, 8T	Replace camshaft adjuster	1584 55 99	100 TU
All criteria must be claimed. There is no reimbursement for vehicle wash or loaner vehicle. If the vehicle is outside of the specified warranty period, the customer has the option to pay for the repair. <i>If the customer agrees to pay for the repair:</i> Fax the information to (248) 754-5093 and provide VIN, applicable Service Number, Customer Info, Dealer Number and Date. <i>If the customer does not agree to pay for the repair:</i> Fax the information to (248) 754-5093 and provide VIN, applicable Service Number, Customer Info, Dealer Number and Date.				

Technical Service Bulletin



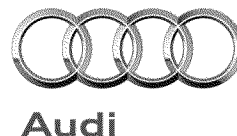
Additional Required Vehicle Update Technical Service Bulletins	Some of the affected vehicles may be involved in additional Required Vehicle Update Technical Service Bulletins. Please check your ElsaWeb Campaign/Action Information screen so that any <i>additional required work can be done simultaneously</i> .
Required Vehicle Update Technical Service Bulletin Verification	For verification, <i>always</i> check the ElsaWeb Campaign/Action Information screen. The ElsaWeb system is the <i>only</i> binding inquiry and verification system; other systems are not valid and <i>may result in non-payment</i> of a claim.
Help for Claim Input	For questions regarding claim input, contact the Warranty Helpline. Please do <i>not</i> contact the Campaign Helpline regarding claim input.
Required Customer Notification	Inform your customer in writing by recording on the Repair Order any and all work that was conducted on the vehicle, including any and all updates completed under this Required Vehicle Update Technical Service Bulletin.

Required Parts and Tools

Part Number	Part Description	Quantity
06H 103 144 J	Bearing saddle	1
06H 103 483 C	Seal	1, if damaged.
06H 103 483 D	Seal	1, if damaged.
N 105 724 03	Socket head bolt M8x16	1

- Properly destroy and dispose of removed parts in accordance with all state and local requirements, unless otherwise indicated and/or requested through SAGA.
- If you have exhausted your allocated parts and you require additional parts for vehicles affected by this RVU but have exceeded your Upper Order Limit, please submit your requests for additional parts via email to upperorderlimits@audi.com. Be sure to include the affected VINs with your order. Prior to submitting your request, ensure that each vehicle has the 15D6 code open in ElsaWeb. Your order will be reviewed and processed accordingly.

Technical Service Bulletin



Additional Information

The following Technical Service Bulletin(s) may be necessary to complete this procedure:

- TSB 2023107, *01 MIL on, noise from timing chain (DTC P001600)*

All parts and service references provided in this RVU are subject to change and/or removal. Always check with your Parts Department and service manuals for the latest information.

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 10/5/2011 7:28:08 PM
Subject: Next P184 vehicle.

Hi, Sebastian.

We did get another positive response to this class and we are working getting the questionnaire done with the participant and if all goes well, we will be planning on bringing this vehicle in W.E. 10/28/11.

Regards,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Thur 10/6/2011 2:35:31 PM
Subject: RE: In-use vehicles scheduled for next week
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>

Hi, Sebastian.

I will need to know the total canister volume for this vehicle in order to test. I apologize for the inconvenience.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 10/05/2011 10:35 AM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,
See attached the parameter sheet for the vehicle you bring in today.
<<parameters form.xlsx>>
Also I attached a fuel drain procedure. This is similar to the one we had with the 3.1l confirmatory program.
Since we have a start adaptation it is necessary to make sure that we are not influencing it in a negative way though a drain not matching strategy.
<<test procedure with fuel drain.ndf>>
Also I could see that this vehicle **Ex. 6** has an open service campaign on the Camshaft Adjuster. Just for your information, we take a look at the car anyways and I suggest we test it as it is and decide later.
<<http://elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf>>
We will be at your lab after lunch today and explain everything to the URS guys.
Let me know if you have any questions.
Thank you very much.
Best regards
Sebastian Berenz
Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 05, 2011 9:23 AM

To: Berenz, Sebastian

Subject: Fw: In-use vehicles scheduled for next week

Hi, Sebastian.

We got the car and discovered that the test group is actually 9AD XV02.03UB. Apparently, the customer read the label incorrectly.

Sorry for the confusion.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 10/05/2011 09:21 AM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 10/04/2011 01:40 PM

Subject: RE: In-use vehicles scheduled for next week

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9AD XV02.034B so we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that. The VIN is correct and your dealer network is correct, it is a 2.0l vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/04/2011 10:45 AM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group 9AD XV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: [REDACTED] Ex. 6 is a 2.0l Audi A4 MY2009 and wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, September 28, 2011 2:45 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# [REDACTED] Ex. 6 incoming on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include

explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load

leveling the vehicle may have*

- preferred method for loading the canister

- preferred fuel drain method

- any special starting procedures

- ABS disabling instructions

- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab

personnel. Paper copies or e-mails sent directly to URS or lab

personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx) [attachment "parameters form.xlsx" deleted by Lynn

Sohacki/AA/USEPA/US] [attachment "test procedure with fuel drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

[attachment "http___elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Thur 10/6/2011 5:42:14 PM
Subject: RE: In-use vehicles scheduled for next week
[mime.htm](#)
[parameters form.xlsx](#)
sebastian.berenz@vw.com
<http://www.v>
<mailto:Sohacki.Lynn@epamail.epa.gov>
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>
<http://www.volkswagen.com>
<mailto:Sohacki.Lynn@epamail.epa.gov>

Hello Lynn,

Attached are all the information you needed.

<<parameters form.xlsx>>

One more thing regarding this vehicle. It has a Kessy-System, which is a keyless-go system to open up the car and start it when the key is in range.

I told all that Marc. The problem is that all the ECUs for the different systems in the car are not shutting down when the key is in range.

That has an impact on the battery.

What you want to do is either put a battery charger on it while store it open or close the car and keep the key away from the vehicle.

Marc know that already and I think he takes care of it.

Let me know if you need any further information.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487

FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Thursday, October 06, 2011 10:36 AM
To: Berenz, Sebastian
Subject: RE: In-use vehicles scheduled for next week

Hi, Sebastian.

I will need to know the total canister volume for this vehicle in order
to test. I apologize for the inconvenience.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/05/2011 10:35 AM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

See attached the parameter sheet for the vehicle you bring in today.

<<parameters form.xlsx>>

Also I attached a fuel drain procedure. This is similar to the one we had with the 3.1l confirmatory program.

Since we have a start adaptation it is necessary to make sure that we are not influencing it in a negative way though a drain not matching strategy.

<<test procedure with fuel drain.pdf>>

Also I could see that this vehicle: **Ex. 6** has an open service campaign on the Camshaft Adjuster. Just for your information, we take a look at the car anyways and I suggest we test it as it is and decide later.

<<http___elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf>>

We will be at your lab after lunch today and explain everything to the URS guys.

Let me know if you have any questions.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to
the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 05, 2011 9:23 AM

To: Berenz, Sebastian

Subject: Fw: In-use vehicles scheduled for next week

Hi, Sebastian.

We got the car and discovered that the test group is actually
9ADXV02.03UB. Apparently, the customer read the label incorrectly.

Sorry for the confusion.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 10/05/2011 09:21 AM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 10/04/2011 01:40 PM

Subject: RE: In-use vehicles scheduled for next week

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9AD XV02.034B so we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that.

The VIN is correct and your dealer network is correct, it is a 2.0l vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/04/2011 10:45 AM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group

9ADXV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: **Ex. 6** a 2.0l Audi A4 MY2009 and
wouldn't match into this test group. That is what our dealer network
tells me.

Please verify the VIN and let me know if I have wrong data. Let me know
if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to
the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, September 28, 2011 2:45 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled
for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# **Ex. 6** Incoming
on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for
these vehicles before pick-up. Return the attached form in excel format
so that the values may be automatically transferred to our testing
network.

To avoid unnecessary delays and correspondence, please also include
explicit directions and, if necessary, pictures for:

*disabling traction control, stability control and any load

leveling the vehicle may have*

preferred method for loading the canister

preferred fuel drain method

any special starting procedures

ABS disabling instructions

for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab

personnel. Paper copies or e-mails sent directly to URS or lab

personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx) [attachment "parameters

form.xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "test

procedure with fuel drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US]

[attachment

"http___elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf"

deleted by Lynn Sohacki/AA/USEPA/US]

Hello Lynn,

Attached are all the information you needed.

<<parameters form.xlsx>>

One more thing regarding this vehicle. It has a Kessy-System, which is a keyless-go system to open up the car and start it when the key is in range.

I told all that Marc. The problem is that all the ECUs for the different systems in the car are not shutting down when the key is in range.

That has an impact on the battery.

What you want to do is either put a battery charger on it while store it open or close the car and keep the key away from the vehicle.

Marc know that already and I think he takes care of it.

Let me know if you need any further information.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>



Before you print it, think about your responsibility and commitment to the **ENVIRONMENT!**

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov
[<mailto:Sohacki.Lynn@epamail.epa.gov>]

Sent: Thursday, October 06, 2011 10:36 AM
To: Berenz, Sebastian
Subject: RE: In-use vehicles scheduled for next week

Hi, Sebastian.

I will need to know the total canister volume for this vehicle in order

to test. I apologize for the inconvenience.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian"
<Sebastian.Berenz@vw.com>

To: Lynn
Sohacki/AA/USEPA/US@EPA

Date: 10/05/2011 10:35
AM

Subject: RE: In-use vehicles scheduled for next
week

Hello Lynn,

See attached the parameter sheet for the vehicle you bring in today.

<<parameters form.xlsx>>

Also I attached a fuel drain procedure. This is similar to the one we had with the 3.1l confirmatory program.

Since we have a start adaptation it is necessary to make sure that we are not influencing it in a negative way though a drain not matching strategy.

<<test procedure with fuel drain.pdf>>

Also I could see that this vehicle: **Ex. 6** has an open service campaign on the Camshaft Adjuster. Just for your information, we take a look at the car anyways and I suggest we test it as it is and decide later.

<<http___elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.p

We will be at your lab after lunch today and explain everything to the URS guys.

Let me know if you have any questions.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

□□Before you print it, think about your responsibility and commitment to

the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov
[mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 05, 2011 9:23 AM

To: Berenz, Sebastian

Subject: Fw: In-use vehicles scheduled for next week

Hi, Sebastian.

We got the car and discovered that the test group is actually

9ADXV02.03UB. Apparently, the customer read the label incorrectly.

Sorry for the confusion.

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

----- Forwarded by Lynn Sohacki/AA/USEPA/US on 10/05/2011 09:21 AM -----

From: Lynn Sohacki/AA/USEPA/US

To: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

Date: 10/04/2011 01:40 PM

Subject: RE: In-use vehicles scheduled for next week

Hello, Sebastian.

I apologize for the mix-up. We sent out invitations to owners of the 3.2l test group and no owners of that vehicle responded. However, we did get responses from owners of vehicles in test group 9AD XV02.034B so

we decided to test those instead. Unfortunately, I forgot to make a note to myself and I neglected to notify you. I'm sorry about that.

The VIN is correct and your dealer network is correct, it is a 2.0l

vehicles.

Again, I apologize for the error.

Regards,

Lynn Sohacki

Environmental Protection Agency

734-214-4851

734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/04/2011 10:45 AM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

I reviewed the data for the car you want to bring in tomorrow.

As far as you informed us, you wanted to test cars of the test group

9ADXV03.23LC with a 3.2l engine MY2009.

The vehicle with VIN: **Ex. 6** is a 2.0l Audi A4 MY2009 and

wouldn't match into this test group. That is what our dealer network tells me.

Please verify the VIN and let me know if I have wrong data. Let me know

if you need anything from our side.

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance

Engineering Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Phone: (248) 754-4211

Cell: (248) 736-3487

FAX: (248) 754-4207

E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment
to

the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov
[mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, September 28, 2011 2:45 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled

for next week.

P184RXX-0012 (2009 Audi/A4 Quattro) - VIN# **Ex. 6**, Incoming
on 10/5/11 (Wednesday) @ 0830

Please use the new attached form to send testing information to me for

these vehicles before pick-up. Return the attached form in excel format

so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*

- preferred method for loading the canister

- preferred fuel drain method

- any special starting procedures

- ABS disabling instructions

- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki

Environmental Protection Agency

(734)214-4851

(734)214-4869 fax

(See attached file: parameters form.xlsx) [attachment "parameters form.xlsx" deleted by Lynn Sohacki/AA/USEPA/US] [attachment "test procedure with fuel drain.pdf" deleted by Lynn Sohacki/AA/USEPA/US] [attachment

"http___elsaweb.vwoa.na.vwg_elsaweb_ctr_TPLdisplayContent_src_42_633026_a151124.pdf" deleted by Lynn Sohacki/AA/USEPA/US]



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number: P184RXX-0012

Equivalent Test Weight: 4000.0 Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: 16.9 Gallons 40% Fill 6.8 Gallons

Drive Axle: 5 (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A 37.00 Lb-force

B 0.4900 Lb-force*mpH

C 0.01750 Lb-force*mpH²

Canister Working Capacity:

140 Grams (Integer Only: Canister Working Capacity)

1 Number of Canisters (Integer Only: Number of Canisters)

2800 Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? n (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

all wheel drive vehicle, no adjustments needed

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process: will be explained to EPA techs

Fuel Draining Process: see attachment

ABS Disabling Process: n.a.

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: Date:

EG&G Representative: Date:

EPA Representative: Date:

10/5/2011

Audi A4 2.0 TSI blue

WAUMF98K19N052776 CAW4907

43488 mi

245/ 40 R18 Pirelli P6

VR 4908

HR 4808

HL 4808

VL 4808

ULEV2/Bin5

MY2009

9AD XV02.03UB

9AD XR0140BBQ

To: christoph.kohnen@vw.com;richard.thomas@vw.com;CN=Jim
 Snyder/OU=AA/O=USEPA/C=US@EPA[]; ichard.thomas@vw.com;CN=Jim
 Snyder/OU=AA/O=USEPA/C=US@EPA[]; N=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: john.finneran@nhtsa.dot.gov;CN=David
 Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff
 Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben
 Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[]; N=David Good/OU=AA/O=USEPA/C=US@EPA;CN=Jeff
 Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben
 Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Jeff
 Alson/OU=AA/O=USEPA/C=US@EPA;alan.berkowitz@nhtsa.dot.gov;CN=Ben
 Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[]; lan.berkowitz@nhtsa.dot.gov;CN=Ben
 Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Ben
 Ellies/OU=AA/O=USEPA/C=US@EPA;Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[];
 Harry.Thompson@dot.gov;terry.anderson@dot.gov;CN=Robert
 Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[];
 terry.anderson@dot.gov;CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron
 Hula/OU=AA/O=USEPA/C=US@EPA[]; N=Robert
 Peavyhouse/OU=AA/O=USEPA/C=US@EPA;CN=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[];
 N=Aaron Hula/OU=AA/O=USEPA/C=US@EPA[]
From: CN=David Good/OU=AA/O=USEPA/C=US
Sent: Tue 10/11/2011 9:09:23 PM
Subject: EPA CAFE letter & calculation attached - 2010 VW Group IP, LT
[2010 VWX LT 20111011 085538 CAFE.pdf](#)
[2010 VWX IP 20111011 085439 CAFE.pdf](#)

This e-mail message forwards a signed EPA letter and Corporate Average Fuel Economy (CAFE) calculation to your office.

This e-mail and the Adobe Acrobat (.pdf) attachment are an official Agency action. If there is a problem with the attachment or if you are not the intended recipient, please contact your certification team representative immediately. Adobe Acrobat Reader version 5.0 or later is required to open the attached PDF document(s).



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

October 11, 2011

Dr. Christoph Kohnen
Manager
Engineering and Environmental Office
Volkswagen
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Kohnen:

This letter serves to formally acknowledge the receipt of your 2010 final average fuel economy calculation for Light Trucks. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 25.2 mpg; this value will serve as our official determination.

A copy of the calculation is enclosed.

Sincerely yours,

Eric Wehrly, Group Manager
Light-Duty Vehicles Group
Compliance and Innovative Strategies Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2010

Report Date: October 11, 2011
Manufacturer Name: Volkswagen
Compliance Category: Light Trucks
Official Production: Ex. 4 - CBI
Official CAFE Value: 25.2 mpg
Official CAFE Standard: 23.5 (Unreformed)

Submitted by Mfr: April 14, 2011, Transaction ID: _b6a4c38b-3e18-44da-9f8d-1cb410157125

	<u>EPA Calculation</u>	<u>Mfr Calculation</u>	<u>Calc Warnings</u>
<u>Baseline Calculation (No AMFA credit)</u>			
Unadjusted Unrounded:	25.2328	25.2328	-
Unadjusted Rounded:	25.2	-	-
Adjusted (TPA) Unrounded:	25.2328	-	-
Adjusted (TPA) Rounded:	25.2	N/A	-
<u>Final Calculation (Incl AMFA credit)</u>			
Unadjusted Unrounded:	25.2328	25.2328	-
Unadjusted Rounded:	25.2	-	-
Adjusted (TPA) Unrounded:	25.2328	-	-
Adjusted (TPA) Rounded:	25.2	N/A	-
Total Production Volume:	Ex. 4 - CBI		-
CAFE Value:	25.2	25.2	-
<u>Statistics</u>			
Model Types:	9		
Base Levels:	9		
Configurations:	11		
Tested:	11		
Not Tested:	0		
Tested Production Volume:	Ex. 4 - CBI		
Percent of Total Production			
Represented by Test Vehicles:	100.00% (100%)		

Verify Macro Status
Source: System
Verify_Production
Oracle in instantclient11_1
Processing - MY: 2010, Mfr: VWX - Volkswagen, Category: LT - Light Trucks
LDFE_CAFE_HEADER_ID: 34
LDFE_CAFE_COMMENTS_ID: 0
LDFE_CAFE_ID: 99 (N) Final=Y Active=N 2011-03-24 09:43:52.899000 _0586dce6-6e8c-4ef1-abb1-0b2c536eeadd Mr. Richard E Thomas Jr.
LDFE_CAFE_ID: 137 (C) Final=Y Active=N 2011-04-12 17:56:52.478000 _8246c178-0afc-4f2d-af46-4e29365ec825 Mr. Richard E Thomas Jr.
LDFE_CAFE_ID: 145 (C) Final=Y Active=N 2011-04-14 10:56:26.326000 _e812383f-c113-445d-b391-af4aa53fef0 Mr. Richard E Thomas Jr.
LDFE_CAFE_ID: 146 (C) Final=Y Active=Y 2011-04-14 13:56:13.024000 _b6a4c38b-3e18-44da-9f8d-1cb410157125 Mr. Richard E Thomas Jr.

	Mfr	Verify	
Baseline Calculation:			
Unrounded Unadjusted	25.2328	25.2328	
Rounded Unadjusted	-	25.2	
Unrounded Adjusted (TPA)	-	25.2328	
Rounded Adjusted (TPA)	N/A	25.2	
Final Calculation:			
Unrounded Unadjusted	25.2328	25.2328	
Rounded Unadjusted	-	25.2	
Unrounded Adjusted (TPA)	-	25.2328	
Rounded Adjusted (TPA)	N/A	25.2	
Final Production Volume			
Official CAFE MPG	25.2	Ex. 4 - CBI	25.2
Final Status	Y		
Standard Type	Unreformed		
CAFE Standard	23.5		
Unrounded Reformed Standard	0.0000		
Reformed Standard Comment	(none)		

Calc_ID	Mfr Cd	MT Index	Dvsn CD	CarLn CD	Division Name	Carline Name	Engine	Fuel(s)	Trans	Lockup	Creep	Drv Sys	Prd Vol	Tst Vol	Baseline Fuel			Dual Fuel / Alt Fuel			AMFA		
															Cty FE	Hwy FE	Cmb FE	Prd Vol	Cty FE	Hwy FE	Cmb FE	Cty FE	Hwy FE
003196	ADX	048	1	330	Audi	Q5	3.2 NA	GP	SA6	Y	N	A	Ex. 4 - CBI	Ex. 4 - CBI	22.7000	30.7000	25.7155	-	-	-	22.7000	30.7000	25.7155
003198	ADX	063	1	320	Audi	Q7	3.0 TC	DU	SA6	Y	N	A			19.8000	33.3000	24.2182	-	-	-	19.8000	33.3000	24.2182
003192	VWX	062	2	320	Audi	Q7	3.6 NA	GP	SA6	Y	N	A			17.5425	26.4572	20.6778	-	-	-	17.5425	26.4572	20.6778
003194	ADX	011	1	320	Audi	Q7	4.2 NA	GP	SA6	Y	N	A			16.2000	24.6000	19.1412	-	-	-	16.2000	24.6000	19.1412
003193	ADX	051	2	160	Volkswagen	TIGUAN	2.0 TC	GP	M6	N	N	F			23.3000	36.2000	27.7500	-	-	-	23.3000	36.2000	27.7500
003197	ADX	050	2	160	Volkswagen	TIGUAN	2.0 TC	GP	SA6	N	N	F			22.9000	34.1000	26.8716	-	-	-	22.9000	34.1000	26.8716
003200	ADX	049	2	165	Volkswagen	TIGUAN 4MOTION	2.0 TC	GP	SA6	N	N	A			22.5000	33.3000	26.3449	-	-	-	22.5000	33.3000	26.3449
003195	ADX	064	2	140	Volkswagen	Touareg	3.0 TC	DU	SA6	Y	N	A			21.9000	34.4000	26.1811	-	-	-	21.9000	34.4000	26.1811
003199	VWX	061	1	140	Volkswagen	TOUAREG	3.6 NA	GP	SA6	Y	N	A			17.5425	26.4572	20.6778	-	-	-	17.5425	26.4572	20.6778

Totals

Ex. 4 - CBI

Baseline CAFE Calculation (Non-AMFA)
Unadj CAFE = TotalProdVol / TotalCmbDenom = 46034 / 1824.37461824715 = 25.2327562221
Unadj CAFE(4) = 25.2328
Unadj CAFE(1) = 25.2
Compliance Category 'Light Trucks', Adjusted FE = Unadjusted FE
Adjusted CAFE = 25.2327562221
Adjusted CAFE(4) = 25.2328
Adjusted CAFE(1) = 25.2

Official CAFE Value - Includes AMFA Credits, clipped to the maximum increase allowed.
Official CAFE = 25.2

Total Model Types 9
Total Base Levels 9
Total Configurations 11
Total Tested Configurations 11
Total Untested Configurations 0



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
ANN ARBOR, MICHIGAN 48105
OFFICE OF TRANSPORTATION AND AIR QUALITY

October 11, 2011

Dr. Christoph Kohnen
Manager
Engineering and Environmental Office
Volkswagen
3800 Hamlin Road
Auburn Hills, MI 48326

Dear Dr. Kohnen:

This letter serves to formally acknowledge the receipt of your 2010 final average fuel economy calculation for Import Passenger Vehicles. The EPA-calculated and the manufacturer-submitted mpg values for this calculation are shown on the enclosed 'CAFE Report' page of EPA's calculation.

In accordance with 40 CFR 600.510-08(e), we calculated an adjusted final value of 33.3 mpg; this value will serve as our official determination.

A copy of the calculation is enclosed.

Sincerely yours,

Eric Wehrly, Group Manager
Light-Duty Vehicles Group
Compliance and Innovative Strategies Division

Enclosures

cc: J. Finneran, NHTSA



VERIFY ENGINE AND VEHICLE COMPLIANCE SYSTEM
CORPORATE AVERAGE FUEL ECONOMY (CAFE) REPORT
MANUFACTURERS FUEL ECONOMY CALCULATION FOR MODEL YEAR 2010

Report Date: October 11, 2011
Manufacturer Name: Volkswagen
Compliance Category: Import Passenger Vehicles
Official Production: 274,338
Official CAFE Value: 33.3 mpg
Official CAFE Standard: 27.5 (Unreformed)

Submitted by Mfr: July 18, 2011, Transaction ID: _ad4d0a30-954d-42e5-9f79-331866140631

	<u>EPA Calculation</u>	<u>Mfr Calculation</u>	<u>Calc Warnings</u>
<u>Baseline Calculation (No AMFA credit)</u>			
Unadjusted Unrounded:	33.0730	33.0730	-
Unadjusted Rounded:	33.1	-	-
Adjusted (TPA) Unrounded:	33.3138	-	-
Adjusted (TPA) Rounded:	33.3	33.3	-
<u>Final Calculation (Incl AMFA credit)</u>			
Unadjusted Unrounded:	33.0730	33.0730	-
Unadjusted Rounded:	33.1	-	-
Adjusted (TPA) Unrounded:	33.3138	-	-
Adjusted (TPA) Rounded:	33.3	33.3	-
Total Production Volume:	<div>Ex. 4 - CBI</div>		-
CAFE Value:	33.3	33.3	-
<u>Statistics</u>			
Model Types:	73		
Base Levels:	79		
Configurations:	117		
Tested:	115		
Not Tested:	2		
Tested Production Volume:	<div>Ex. 4 - CBI</div>		
Percent of Total Production			
Represented by Test Vehicles:	100.00% (100%)		

Verify Macro Status										
Source:	System									
	Verify_Production									
	Oracle in instantclient11_1									
Processing - MY:	2010, Mfr: VWX - Volkswagen, Category: IP - Import Passenger Vehicles									
	LDFE_CAFE_HEADER_ID: 39									
	LDFE_CAFE_COMMENTS_ID: 0									
	LDFE_CAFE_ID:	148	(N)	Final=N	Active=N	2011-04-22 06:35:09.423000	_11ce19ae-2989-4b1a-b789-42c4424f10d4	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	154	(C)	Final=N	Active=N	2011-04-27 08:20:24.722000	_c109f9c4-db0a-4157-828c-5d4144b896ea	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	157	(C)	Final=N	Active=N	2011-04-28 09:49:31.601000	_9de5249a-19cf-4198-b1c7-525b44533625	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	158	(C)	Final=N	Active=N	2011-04-28 14:34:14.650000	_c4baa315-c514-4fa2-8cab-bb277ea0c4e2	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	160	(C)	Final=N	Active=N	2011-04-29 15:52:27.727000	_4e82986b-a1c4-48e1-b850-67a115b2e94f	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	162	(C)	Final=Y	Active=N	2011-05-02 13:34:11.310000	_705e2a06-4c65-4e86-86ff-1fc9dea85e86	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	163	(C)	Final=Y	Active=N	2011-05-03 07:11:13.132000	_a8e406e4-4279-403b-b6e6-41fd251a9f30	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	183	(C)	Final=N	Active=N	2011-06-16 07:49:10.602000	_094e1fdf-bcf3-4d15-81f9-d9b1656f3c8c	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	192	(C)	Final=Y	Active=N	2011-06-30 08:26:40.716000	_4b6fdb8d-22e9-43b8-9c07-e4aadfb3dd4e	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	193	(C)	Final=Y	Active=N	2011-06-30 15:47:33.503000	_a0a8ff79-319f-4797-bf0a-f964784cddea	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	194	(C)	Final=Y	Active=N	2011-06-30 16:41:58.819000	_534217a2-3dfd-45cb-8a8a-a5bceffef1b7	Mr. Richard E Thomas Jr.		
	LDFE_CAFE_ID:	196	(C)	Final=Y	Active=Y	2011-07-18 10:58:28.761000	_ad4d0a30-954d-42e5-9f79-31866140631	Mr. Richard E Thomas Jr.		

	Mfr	Verify
Baseline Calculation:		
Unrounded Unadjusted	33.0730	33.0730
Rounded Unadjusted	-	33.1
Unrounded Adjusted (TPA)	-	33.3138
Rounded Adjusted (TPA)	33.3	33.3
Final Calculation:		
Unrounded Unadjusted	33.0730	33.0730
Rounded Unadjusted	-	33.1
Unrounded Adjusted (TPA)	-	33.3138
Rounded Adjusted (TPA)	33.3	33.3

		Dual Fuel / Alt Fuel
	0	0.0%

Initial CAFE MPG	33.3	33.3
------------------	------	------

Final Status	Y
Standard Type	Unreformed
CAFE Standard	27.5
Unrounded Reformed Standard	0.0000
Reformed Standard Comment	(none)

Calc_ID	Mfr Cd	MT Index	Dvsn CD	CarLn CD	Division Name	Carline Name	Engine	Fuel(s)	Trans	Lockup	Creep	Drv Sys	Prd Vol	Tst Vol	Baseline Fuel			Dual Fuel / Alt Fuel			AMFA			
															Cty FE	Hwy FE	Cmb FE	Prd Vol	Cty FE	Hwy FE	Cmb FE	Cty FE	Hwy FE	Cmb FE
004780	VWX	076	2	65	Audi	A3	2.0 TC	DU	SA6	N	N	F			38.3977	58.5799	45.4430	-	-	-	-	38.3977	58.5799	45.4430
004812	ADX	046	1	65	Audi	A3	2.0 TC	GP	M6	N	N	F			25.2570	40.7649	30.4738	-	-	-	-	25.2570	40.7649	30.4738
004847	ADX	047	1	65	Audi	A3	2.0 TC	GP	SA6	N	N	F			26.9052	38.6572	31.1692	-	-	-	-	26.9052	38.6572	31.1692
004813	ADX	043	1	66	Audi	A3 QUATTRO	2.0 TC	GP	SA6	N	N	A			27.2000	37.1000	30.9119	-	-	-	-	27.2000	37.1000	30.9119
004806	ADX	018	1	10	Audi	A4	2.0 TC	GP	CVT1	N	N	F			29.2538	42.8074	34.1144	-	-	-	-	29.2538	42.8074	34.1144
004790	ADX	020	1	25	Audi	A4 AVANT QUATTRO	2.0 TC	GP	SA6	Y	N	A			25.9908	37.8133	30.2463	-	-	-	-	25.9908	37.8133	30.2463
004819	ADX	024	1	20	Audi	A4 QUATTRO	2.0 TC	GP	M6	N	N	A			27.6272	42.4204	32.7697	-	-	-	-	27.6272	42.4204	32.7697
004837	ADX	021	1	20	Audi	A4 QUATTRO	2.0 TC	GP	SA6	Y	N	A			25.9908	37.8133	30.2463	-	-	-	-	25.9908	37.8133	30.2463
004824	ADX	019	1	51	Audi	A5 Cabriolet	2.0 TC	GP	CVT1	N	N	F			29.2538	42.8074	34.1144	-	-	-	-	29.2538	42.8074	34.1144
004807	ADX	023	1	53	Audi	A5 Cabriolet quattro	2.0 TC	GP	SA6	Y	N	A			25.9000	37.0000	29.9422	-	-	-	-	25.9000	37.0000	29.9422
004834	ADX	025	1	40	Audi	A5 QUATTRO	2.0 TC	GP	M6	N	N	A			27.6272	42.4204	32.7697	-	-	-	-	27.6272	42.4204	32.7697
004786	ADX	022	1	40	Audi	A5 QUATTRO	2.0 TC	GP	SA6	Y	N	A			25.9908	37.8133	30.2463	-	-	-	-	25.9908	37.8133	30.2463
004848	ADX	060	1	40	Audi	A5 QUATTRO	3.2 NA	GP	SA6	Y	N	A			22.6000	36.2000	27.1981	-	-	-	-	22.6000	36.2000	27.1981
004830	ADX	059	1	80	Audi	A6	3.2 NA	GP	CVT1	N	N	F			23.0000	38.9000	28.1840	-	-	-	-	23.0000	38.9000	28.1840
004849	ADX	035	1	78	Audi	A6 AVANT QUATTRO	3.0 SC	GP	SA6	Y	N	A			21.8000	34.8000	26.2052	-	-	-	-	21.8000	34.8000	26.2052
004797	ADX	034	1	75	Audi	A6 QUATTRO	3.0 SC	GP	SA6	Y	N	A			21.8000	34.8000	26.2052	-	-	-	-	21.8000	34.8000	26.2052
004843	ADX	008	1	75	Audi	A6 QUATTRO	4.2 NA	GP	SA6	Y	N	A			19.8535	31.3760	23.7840	-	-	-	-	19.8535	31.3760	23.7840
004792	ADX	007	1	95	Audi	A8	4.2 NA	GP	SA6	Y	N	A			19.8535	31.3760	23.7840	-	-	-	-	19.8535	31.3760	23.7840
004850	ADX	006	1	96	Audi	A8 L	4.2 NA	GP	SA6	Y	N	A			19.8535	31.3760	23.7840	-	-	-	-	19.8535	31.3760	23.7840
004832	ADX	032	1	90	Audi	R8	4.2 NA	GP	AM6	N	N	A			15.4000	25.0451	18.6283	-	-	-	-	15.4000	25.0451	18.6283
004791	ADX	033	1	90	Audi	R8	4.2 NA	GP	M6	N	N	A			15.3000	26.8000	18.9614	-	-	-	-	15.3000	26.8000	18.9614
004788	ADX	016	1	90	Audi	R8	5.2 NA	GP	AM6	N	N	A			15.8000	24.8000	18.8839	-	-	-	-	15.8000	24.8000	18.8839
004801	ADX	017	1	90	Audi	R8	5.2 NA	GP	M6	N	N	A			13.7000	23.9000	16.9565	-	-	-	-	13.7000	23.9000	16.9565
004796	ADX	036	1	30	Audi	S4	3.0 SC	GP	M6	N	N	A			21.5000	34.1000	25.7879	-	-	-	-	21.5000	34.1000	25.7879
004838	ADX	037	1	30	Audi	S4	3.0 SC	GP	SA7	Y	N	A			21.6000	35.0000	26.0960	-	-	-	-	21.6000	35.0000	26.0960
004835	ADX	010	1	42	Audi	S5	4.2 NA	GP	M6	N	N	A			17.3000	29.3000	21.2088	-	-	-	-	17.3000	29.3000	21.2088
004809	ADX	009	1	42	Audi	S5	4.2 NA	GP	SA6	Y	N	A			20.4000	31.0000	24.1098	-	-	-	-	20.4000	31.0000	24.1098
004844	ADX	038	1	56	Audi	S5 Cabriolet	3.0 SC	GP	SA7	Y	N	A			20.3000	34.0000	24.7961	-	-	-	-	20.3000	34.0000	24.7961
004816	ADX	042	1	76	Audi	S6	5.2 NA	GP	SA6	Y	N	A			17.2000	26.7000	20.4789	-	-	-	-	17.2000	26.7000	20.4789
004820	ADX	044	1	37	Audi	TT COUPE QUATTRO	2.0 TC	GP	SA6	N	N	A			27.2414	39.3360	31.6158	-	-	-	-	27.2414	39.3360	31.6158
004810	ADX	045	1	38	Audi	TT ROADSTER QUATTRO	2.0 TC	GP	SA6	N	N	A			27.2414	39.3360	31.6158	-	-	-	-	27.2414	39.3360	31.6158
004787	BEX	082	1	75	Bentley Motors Ltd.	Azure	6.8 TC	GP	A6	Y	N	R			11.5050	21.0310	14.4504	-	-	-	-	11.5050	21.0310	14.4504
004795	BEX	083	1	60	Bentley Motors Ltd.	Brooklands	6.8 TC	GP	A6	Y	N	R			11.5050	21.0310	14.4504	-	-	-	-	11.5050	21.0310	14.4504
004840	BEX	040	1	40	Bentley Motors Ltd.	Continental Flying Spur	6.0 TC	GP	SA6	Y	N	A			12.5203	23.2610	15.8042	-	-	-	-	12.5203	23.2610	15.8042
004833	BEX	041	1	35	Bentley Motors Ltd.	Continental GT	6.0 TC	GP	SA6	Y	N	A			12.8000	23.8000	16.1613	-	-	-	-	12.8000	23.8000	16.1613
004803	BEX	039	1	45	Bentley Motors Ltd.	Continental GTC	6.0 TC	GP	SA6	Y	N	A			12.5203	23.2610	15.8042	-	-	-	-	12.5203	23.2610	15.8042
004818	BEX	080	1	50	Bentley Motors Ltd.	Continental Supersports	6.0 TC	GP	SA6	Y	N	A			14.4000	24.4000	17.6563	-	-	-	-	14.4000	24.4000	17.6563
004827	BGT	001	1	500	Bugatti	Veyron	8.0 TC	GPR	SA7	N	N	A			9.5000	17.8000	12.0228	-	-	-	-	9.5000	17.8000	12.0228
004831	ADX	012	3	406	Lamborghini	Gallardo Coupe	5.2 NA	GP	AM6	N	N	A			16.1000	25.4000	19.2760	-	-	-	-	16.1000	25.4000	19.2760
004815	ADX	014	3	406	Lamborghini	Gallardo Coupe	5.2 NA	GP	M6	N	N	A			14.0000	24.0000	17.2308	-	-	-	-	14.0000	24.0000	17.2308
004826	ADX	013	3	426	Lamborghini	Gallardo Spyder	5.2 NA	GP	AM6	N	N	A			16.0000	25.4000	19.1970	-	-	-	-	16.0000	25.4000	19.1970
004825	ADX	015	3	426	Lamborghini	Gallardo Spyder	5.2 NA	GP	M6	N	N	A			0.0000	0.0000	0.0000	-	-	-	-	-	-	-
004811	NLX	004	1	472	Lamborghini	MURCIELAGO	6.5 NA	GP	AM6	N	N	A			10.9000	19.9000	13.6852	-	-	-	-	10.9000	19.9000	13.6852
004785	NLX	002	1	472	Lamborghini	MURCIELAGO	6.5 NA	GP	M6	N	N	A			10.1000	17.5000	12.4735	-	-	-	-	10.1000	17.5000	12.4735
004821	NLX	005	1	492	Lamborghini	MURCIELAGO ROADSTER	6.5 NA	GP	AM6	N	N	A			10.9000	19.9000	13.6852	-	-	-	-	10.9000	19.9000	13.6852
004851	NLX	003	1	492	Lamborghini	MURCIELAGO ROADSTER	6.5 NA	GP	M6	N	N	A			0.0000	0.0000	0.0000	-	-	-	-	-	-	-
004782	VWX	058	1	293	Volkswagen	CC	2.0 TC	GP	M6	N	N	F			25.9945	41.4200	31.2279	-	-	-	-	25.9945	41.4200	31.2279
004794	VWX	053	1	293	Volkswagen	CC	2.0 TC	GP	SA6	N	N	F			27.1035	42.4329	32.3651	-	-	-	-	27.1035	42.4329	32.3651
004798	VWX	071	1	293	Volkswagen	CC	3.6 NA	GP	SA6	Y	N	F			21.2000	35.1000	25.7972	-	-	-	-	21.2000	35.1000	25.7972

004793	VWX	072	1	298	Volkswagen	CC 4MOTION	3.6 NA	GP	SA6	Y	N	A	20.5000	33.5000	24.8373	-	-	-	-	20.5000	33.5000	24.8373
004783	VWX	057	1	216	Volkswagen	EOS	2.0 TC	GP	M6	N	N	F	25.9945	41.4200	31.2279	-	-	-	-	25.9945	41.4200	31.2279
004804	VWX	068	1	216	Volkswagen	EOS	2.0 TC	GP	SA6	N	N	F	27.7856	40.9805	32.4936	-	-	-	-	27.7856	40.9805	32.4936
004823	VWX	079	1	206	Volkswagen	GOLF	2.0 TC	DU	M6	N	N	F	38.7437	58.7834	45.7643	-	-	-	-	38.7437	58.7834	45.7643
004805	VWX	075	1	206	Volkswagen	GOLF	2.0 TC	DU	SA6	N	N	F	38.3977	58.5799	45.4430	-	-	-	-	38.3977	58.5799	45.4430
004779	VWX	031	1	206	Volkswagen	GOLF	2.5 NA	G	M5	N	N	F	25.5267	39.6593	30.4019	-	-	-	-	25.5267	39.6593	30.4019
004829	VWX	028	1	206	Volkswagen	GOLF	2.5 NA	G	SA6	Y	N	F	26.8000	40.1580	31.5178	-	-	-	-	26.8000	40.1580	31.5178
004800	ADX	056	2	211	Volkswagen	GTI	2.0 TC	GP	M6	N	N	F	25.9945	41.4200	31.2279	-	-	-	-	25.9945	41.4200	31.2279
004828	ADX	070	2	211	Volkswagen	GTI	2.0 TC	GP	SA6	N	N	F	29.8426	43.5649	34.7712	-	-	-	-	29.8426	43.5649	34.7712
004817	VWX	077	1	221	Volkswagen	JETTA	2.0 TC	DU	M6	N	N	F	38.7437	58.7834	45.7643	-	-	-	-	38.7437	58.7834	45.7643
004799	VWX	074	1	221	Volkswagen	JETTA	2.0 TC	DU	SA6	N	N	F	38.3977	58.5799	45.4430	-	-	-	-	38.3977	58.5799	45.4430
004842	ADX	055	2	221	Volkswagen	JETTA	2.0 TC	GP	M6	N	N	F	25.9945	41.4200	31.2279	-	-	-	-	25.9945	41.4200	31.2279
004781	ADX	069	2	221	Volkswagen	JETTA	2.0 TC	GP	SA6	N	N	F	29.8426	43.5649	34.7712	-	-	-	-	29.8426	43.5649	34.7712
004802	VWX	030	1	221	Volkswagen	JETTA	2.5 NA	G	M5	N	N	F	24.7807	39.6108	29.8016	-	-	-	-	24.7807	39.6108	29.8016
004846	VWX	027	1	221	Volkswagen	JETTA	2.5 NA	G	SA6	Y	N	F	26.5640	39.9972	31.2936	-	-	-	-	26.5640	39.9972	31.2936
004822	VWX	078	1	225	Volkswagen	JETTA SPORTWAGEN	2.0 TC	DU	M6	N	N	F	38.7437	58.7834	45.7643	-	-	-	-	38.7437	58.7834	45.7643
004836	VWX	073	1	225	Volkswagen	JETTA SPORTWAGEN	2.0 TC	DU	SA6	N	N	F	38.3977	58.5799	45.4430	-	-	-	-	38.3977	58.5799	45.4430
004814	VWX	029	1	225	Volkswagen	JETTA SPORTWAGEN	2.5 NA	G	M5	N	N	F	24.7807	39.6108	29.8016	-	-	-	-	24.7807	39.6108	29.8016
004784	VWX	026	1	225	Volkswagen	JETTA SPORTWAGEN	2.5 NA	G	SA6	Y	N	F	26.5640	39.9972	31.2936	-	-	-	-	26.5640	39.9972	31.2936
004839	VWX	067	1	230	Volkswagen	NEW BEETLE	2.5 NA	G	M5	N	N	F	24.7846	39.5497	29.7891	-	-	-	-	24.7846	39.5497	29.7891
004845	VWX	065	1	230	Volkswagen	NEW BEETLE	2.5 NA	G	SA6	Y	N	F	25.2566	40.8000	30.4823	-	-	-	-	25.2566	40.8000	30.4823
004808	VWX	066	1	235	Volkswagen	NEW BEETLE CONVERTIBLE	2.5 NA	G	SA6	Y	N	F	24.7960	39.7517	29.8496	-	-	-	-	24.7960	39.7517	29.8496
004789	VWX	052	1	291	Volkswagen	PASSAT	2.0 TC	GP	SA6	N	N	F	27.1035	42.4329	32.3651	-	-	-	-	27.1035	42.4329	32.3651
004841	VWX	054	1	292	Volkswagen	PASSAT WAGON	2.0 TC	GP	SA6	N	N	F	27.1035	42.4329	32.3651	-	-	-	-	27.1035	42.4329	32.3651
Totals																						

Ex. 4 - CBI

Config Tested % = 100 x TestedProdVol / TotalProdVol = 100 x 274338 / 274338 = 100.0000000000% = 100%
SFITW3000 = TotalProdVol@ITW3000 / TotalProdVol = 16879 / 274338 = 0.0615000000 = 0.0615
SFETW4000 = TotalProdVol@ETW4000 / TotalProdVol = 24058 / 274338 = 0.0877000000 = 0.0877

Ex. 4 - CBI

Official CAFE Value - Includes AMFA Credits, clipped to the maximum increase allowed.

Official CAFE = 33.3

Total Model Types 73
Total Base Levels 79
Total Configurations 117
Total Tested Configurations 115
Total Untested Configurations 2

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 10/13/2011 2:55:34 PM
Subject: VW Group Revised Evap Standard
william.rodgers@vw.com

Jim,

I revised the evap. standards in Verify and in the Initial Application for the 2012 Audi Q5 Hybrid, test group CADXT02.02HUB. We inadvertently used the heavier weight LDT LEV2 evap. standards in the Initial Application . This vehicle is due to be confirmed on Nov 2nd , so I'm not sure if you might have to make a change on your end to reflect the correct standards as the result of our change.

Also, can you tell me if the Nov 2nd confirmatory testing is expected to be completed in one week, considering the evap. test?

Thanks,

Bill Rodgers

EEO Emission Certification

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 10/13/2011 8:40:20 PM
Subject: VW Group 2013 Cert Preview Plan
[Ex. 7]@vw.com

Hello Jim,

I have uploaded our 2013 Certification Preview Letter for your review. We will contact you in the near future to arrange a meeting to discuss the details. In the mean time, please feel free to contact [Ex. 7] [Ex. 7] or myself if you have any immediate questions or concerns.

I will be [Ex. 6], so please contact [Ex. 7] during this time.

Regards,

[Ex. 7]

EEO Emission Certification

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

[Ex. 7]

[Ex. 7]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Hart, Robert (VWoA)"
Sent: Mon 10/17/2011 2:32:14 PM
Subject: VW Group: Answers for Questions Regarding Emission Testing Audi Q5 Hybrid
CBI CADXT02.0HUB TST INS R00.PDF
robert.hart@vw.com

Hello Jim,

The attachment contains the answers to EPA questions regarding emission testing of the MY 2012 Audi Q5 Hybrid.

I have also uploaded the attached file through the Verify System.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

1. Driver Instructions, Traction control, Test mode, Start Procedure

Vehicle preconditioning:

- ☐ one additional preconditioning cycle is required after the Load Determination (EPA meeting, August 19th, 2010)

Starting Instruction:

- ☐ Place gearshift lever into “NEUTRAL“
- ☐ Apply the brake pedal
- ☐ push the ignition key → the message “Hybrid ready” appears in the instrument cluster

Traction Control:

- ☐ Vehicle is on standard 4-Wheel-Drive.
- ☐ Traction system is in standard operation mode.
- ☐ Anti Lock System is in standard operation mode.

Special Cooling procedure:

- ☐ Place the fan centered in front of the car

Battery cooling:

- ☐ „Pollution protection functionality“ is disabled (EPA meeting, August 19th, 2010)

2. Canister Loading procedure -> see attachment 1

3. Clamp (physical size) -> see attachment 2

4. Vehicle Mounting -> see attachment 3

5. Battery Data:

- ☐ Normal Voltage: 264V
- ☐ Max Current: 180A

Attachment 1: Structure of the Evap. System for Canister Loading/Purging

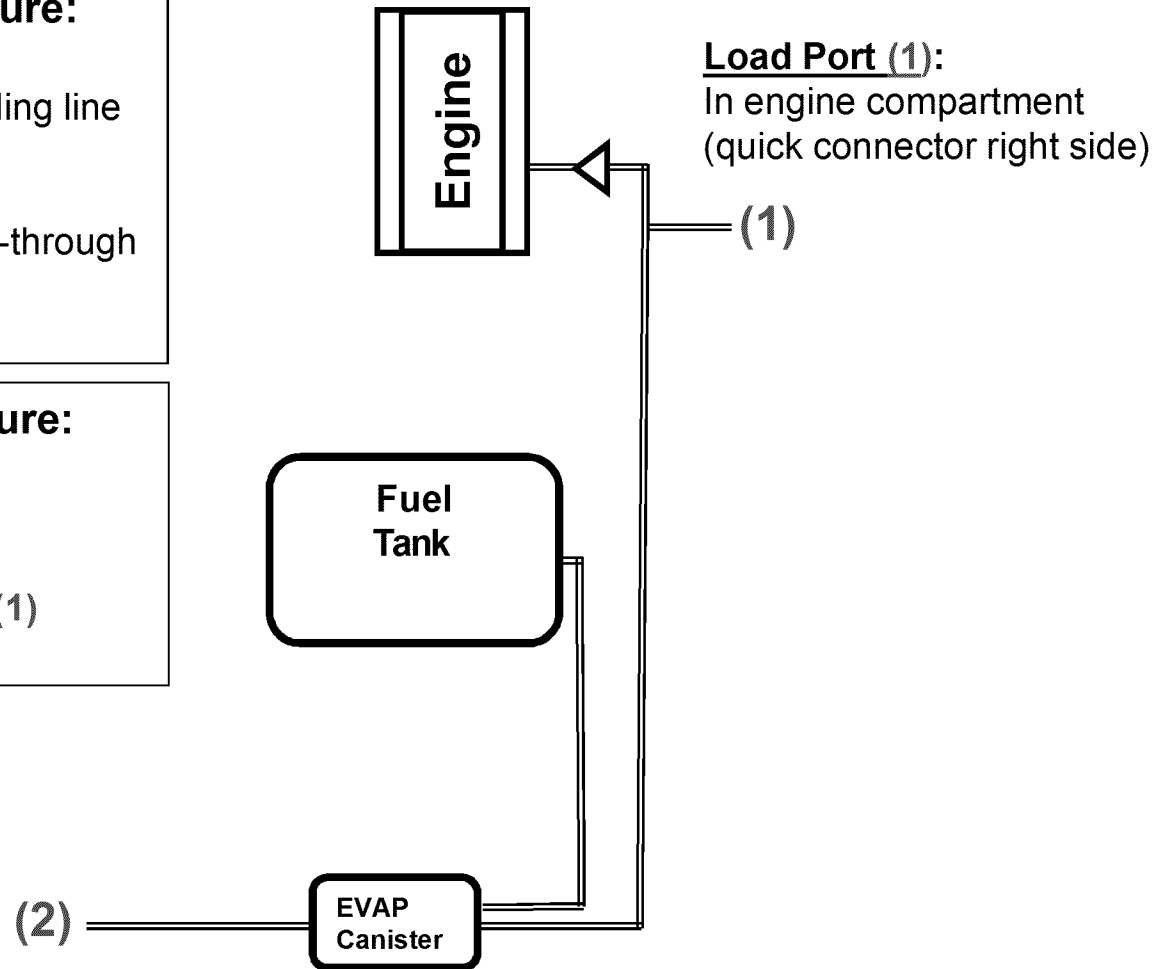
Canister Loading Procedure:

- Connect butan / nitrogen loading line to the quick connector (1)
- Connect line leading to break-through canister (2)

Canister Purging Procedure:

- Connect purge air line (2)
- Connect purge air outlet line (1)

Vent Port (2):
Vehicle left side - air inlet
behind rear wheel



Attachment 2 – access for Hioki Clamp



Attachment 2 – access for Hioki Clamp – cont.



Attachment 2 – access for Hioki Clamp – cont.



Attachment 3 – Vehicle mounting - rear



Attachment 4 – Vehicle mounting - front



Towing eye

To: Jim Snyder/AA/USEPA/US@EPA;Stephen Healy/AA/USEPA/US@EPA[]; tephen Healy/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Wed 10/19/2011 5:56:57 PM
Subject: Availability for Brief Conference Call

Hello Jim and Steve:

Audi will soon be delivering a hybrid vehicle for confirmatory testing at EPA. I left each of you a telephone message asking about your availability for a brief telephone conference with Audi to go over the test requirements.

Jim – I understand that you had a conversation with Ex. 7 and that you are booked for the remainder of this week.

As a starting point, I proposed that we have the conference call next Monday (October 24, 2011) at 0900 hr. I think that 30 minutes will be sufficient. A morning time is preferable since participants in Germany are six hours ahead of us.

Please suggest an alternative, if this does not fit your schedules. Once confirmed, I will set up a local call-in number.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

E-Mail: **Ex. 7** @vw.com

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 10/19/2011 7:02:15 PM
Subject: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P185RXX-0003 (2009 Audi/A4 Quattro) - VIN# Ex. 6 10/26/11 (Wednesday) 0900 Veh.
pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up.
Return the attached form in excel format so that the values may be automatically transferred to our
testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary,
pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent
directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Wed 10/19/2011 7:16:33 PM
Subject: RE: In-use vehicles scheduled for next week
[parameters form.xlsx](#)

Hello Lynn,

Attached you will find the test data for next week vehicle.

Let me know if you have any questions.

Do you have any test results from the first car we tested? (P184RXX-0012)

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, October 19, 2011 3:02 PM
To: Berenz, Sebastian
Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P185RXX-0003 (2009 Audi/A4 Quattro) - VIN# Ex. 6 10/26/11
(Wednesday) 0900 Veh. pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)



National Vehicle and Fuel Emissions Laboratory

2565 Plymouth Road, Ann Arbor, Michigan 48105

EPA Parameters Form 1000-01 for In-Use Testing

EPA Vehicle Control Number:

Equivalent Test Weight: Pounds (Integer Only: Equivalent Test Weight)

Nominal Fuel Tank Capacity: Gallons **40% Fill** Gallons

Drive Axle: (Select number from list below)

- 1 Rear Drive Str Left
- 2 Rear Drive Str Right
- 3 Front Drive Str Left
- 4 Front Drive Str Right
- 5 Four Wheel Drive Str Left
- 6 Four Wheel Drive Str Right
- 7 Rear Drive Off Road
- 9 Other
- 10 4-Wheel Drive
- 11 2-Wheel Drive, Front
- 12 2-Wheel Drive, Rear
- 13 Part-time 4-Wheel Drive
- 15 All Wheel Drive

Mfr. Shift Schedule (if required) FTP HWY US06

Vehicle Target Road-Load Coefficients

A Lb-force

B Lb-force*mph

C Lb-force*mph²

Canister Working Capacity:

Grams (Integer Only: Canister Working Capacity)

Number of Canisters (Integer Only: Number of Canisters)

Total Canister Volume (cm³)

Does this vehicle qualify for relaxed in-use standards as set forth in 40 CFR 86.1811-04(p)? (Y/N)

Vehicle Starting Instructions, including Traction Control disabling:

all wheel drive vehicle, no adjustments needed

To avoid unnecessary delays, please provide specific instructions and pictures (if necessary) for the following items:

Canister Loading Process:

Fuel Draining Process:

ABS Disabling Process:

Fuel Switch Process (Flex Fuel only):

Comments:

For internal EPA Use Only:

This information was obtained from:

- * Letter, e-mail, fax or other document delivered from the manufacturer
(attach any additional information from the manufacturer to this form)
- * Verbal instruction from the manufacturer's representative
- * Other (specify)

Manufacturer Representative: _____ **Date:** _____

EG&G Representative: _____ **Date:** _____

EPA Representative: _____ **Date:** _____

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 10/19/2011 7:20:49 PM
Subject: RE: In-use vehicles scheduled for next week

Thanks, Sebastian.

P184-0012 is supposed to test tomorrow.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 10/19/2011 03:16 PM
Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

Attached you will find the test data for next week vehicle.

Let me know if you have any questions.

Do you have any test results from the first car we tested? (P184RXX-0012)

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 19, 2011 3:02 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P185RXX-0003 (2009 Audi/A4 Quattro) - VIN# **Ex. 6** 10/26/11
(Wednesday) 0900 Veh. pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)
[attachment "parameters form.xlsx" deleted by Lynn Sohacki/AA/USEPA/US]

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Wed 10/19/2011 7:23:09 PM
Subject: RE: In-use vehicles scheduled for next week

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Wednesday, October 19, 2011 3:21 PM
To: Berenz, Sebastian
Subject: RE: In-use vehicles scheduled for next week

Thanks, Sebastian.

P184-0012 is supposed to test tomorrow.

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>

To: Lynn Sohacki/AA/USEPA/US@EPA

Date: 10/19/2011 03:16 PM

Subject: RE: In-use vehicles scheduled for next week

Hello Lynn,

Attached you will find the test data for next week vehicle.

Let me know if you have any questions.

Do you have any test results from the first car we tested?
(P184RXX-0012)

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to
the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]

Sent: Wednesday, October 19, 2011 3:02 PM

To: Berenz, Sebastian

Subject: In-use vehicles scheduled for next week

Hi, Sebastian.

Listed below is the information for the vehicles that we have scheduled for next week.

P185RXX-0003 (2009 Audi/A4 Quattro) - VIN# **Ex. 6** 10/26/11
(Wednesday) 0900 Veh. pick up

Please use the new attached form to send testing information to me for these vehicles before pick-up. Return the attached form in excel format so that the values may be automatically transferred to our testing network.

To avoid unnecessary delays and correspondence, please also include explicit directions and, if necessary, pictures for:

- *disabling traction control, stability control and any load leveling the vehicle may have*
- preferred method for loading the canister
- preferred fuel drain method
- any special starting procedures
- ABS disabling instructions
- for flex-fuel vehicles, the fuel switch procedure

I will pass this information along to our contractor, URS, and lab personnel. Paper copies or e-mails sent directly to URS or lab personnel may result in incorrect information being distributed.

If you have any questions, please feel free to contact me. Thank you.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: parameters form.xlsx)
[attachment "parameters form.xlsx" deleted by Lynn Sohacki/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@AUDI.DE]
From: [Ex. 7]
Sent: Wed 10/19/2011 10:22:35 PM
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]

Sent: Friday, September 24, 2010 8:58 AM
To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov
Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@AUDI.DE]; [Ex. 7]
[Ex. 7]@vw.com]; tephen Healy/AA/USEPA/US@EPA[]
From: [Ex. 7]
Sent: Thur 10/20/2011 1:31:28 PM
Subject: RE: EPA/Audi Meeting Report
CBI CADXT02.0HUB TST INS R00.pdf

Hello Jim:

I have been in contact with Lothar Rech at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by [Ex. 7] copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: **Ex. 7**
Sent: Wednesday, October 19, 2011 6:23 PM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: **Ex. 7**
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

Ex. 7

E-Mail: **Ex. 7** @vw.com

From: **Ex. 7**

Sent: Friday, September 24, 2010 8:58 AM

To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;

Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [REDACTED] Ex. 7 [REDACTED]@vw.com]
From: [REDACTED] Ex. 7 [REDACTED]
Sent: Thur 10/20/2011 3:11:00 PM
Subject: RE: EPA/Audi Meeting Report

Ex. 7 [REDACTED]@vw.com
[REDACTED]@vw.com

wehrly.linc@epa.gov
Snyder.Jim@epamail.epa.gov
Healy.Stephen@epamail.epa.gov
Nevers.Chris@epamail.epa.gov
Ball.Joel@epamail.epa.gov

Ex. 7 [REDACTED]@vw.com

Hello Jim,

Audi did have one other question. In order to plan the trip for the engineer who will accompany the test vehicle, Audi would like to know the order of the testing.

When the evap test will be performed may influence how long the engineer must stay here.

Based on the Wednesday test date, will the evap test be performed over the weekend or can all of the testing be accomplished by Friday?

Best regards,

Ex. 7 [REDACTED]

From: [REDACTED] Ex. 7 [REDACTED]
Sent: Thursday, October 20, 2011 9:31 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: [REDACTED] Ex. 7 [REDACTED] Healy.Stephen@epamail.epa.gov
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

I have been in contact with **Ex. 7** at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by Bob Hart (copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

From: **Ex. 7**
Sent: Wednesday, October 19, 2011 6:23 PM

To: 'Snyder.Jim@epamail.epa.gov'
Cc: [REDACTED] Ex. 7
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

[REDACTED] Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [REDACTED] Ex. 7 @vw.com

From: [REDACTED] Ex. 7
Sent: Friday, September 24, 2010 8:58 AM
To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: **Ex. 7**@vw.com

To: [Ex. 7]@vw.com]
Cc: [Ex. 7]@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/20/2011 7:35:40 PM
Subject: RE: EPA/Audi Meeting Report

[Ex. 7]@vw.com
[Ex. 7]@vw.com

wehrly.linc@epa.gov
Snyder.Jim@epamail.epa.gov
Healy.Stephen@epamail.epa.gov
Nevers.Chris@epamail.epa.gov
Ball.Joel@epamail.epa.gov

[Ex. 7]@vw.com

They will run the Evap test first. There is a good chance it could complete by friday if there are no problems. Its less likely that I will have the data results before monday though.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>
Date: 10/20/2011 11:29 AM
Subject: RE: EPA/Audi Meeting Report

Hello Jim,

Audi did have one other question. In order to plan the trip for the engineer who will accompany the test vehicle, Audi would like to know the order of the testing.

When the evap test will be performed may influence how long the engineer must stay here.

Based on the Wednesday test date, will the evap test be performed over the weekend or can all of the testing be accomplished by Friday?

Best regards,

[Ex. 7]

From: [Ex. 7]
Sent: Thursday, October 20, 2011 9:31 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: [Ex. 7] Healy.Stephen@epamail.epa.gov
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

I have been in contact with **Ex. 7** at Audi AG. The specific reason for the proposed conference call is to confirm; 1.) the understanding of the slides that were sent to you by **Ex. 7** (copy attached for extra measure!), and 2.) that the hybrid vehicle, as described, can be tested on the dynamometer at EPA.

If everything is clear and understandable, there may not be a need for the call. Audi has no further points to discuss at this time.

Please let me know if there are any open questions from your side.

Best regards,

Ex. 7

From: **Ex. 7**
Sent: Wednesday, October 19, 2011 6:23 PM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: **Ex. 7**
Subject: RE: EPA/Audi Meeting Report

Hello Jim:

Just for information, our report from the August 19, 2010 meeting referenced in the test information for the Audi Q5 Hybrid was sent as shown below. The slides were sent in advance of the August 19, 2010 meeting.

I have requested more detail regarding the discussion topics.

Best regards,

Ex. 7

Ex. 7

From: **Ex. 7**

Sent: Friday, September 24, 2010 8:58 AM

To: wehrly.linc@epa.gov; Snyder.Jim@epamail.epa.gov; Healy.Stephen@epamail.epa.gov;
Nevers.Chris@epamail.epa.gov; Ball.Joel@epamail.epa.gov

Subject: EPA/Audi Meeting Report

Hello all:

Attached is a copy of a report from a meeting between you and representatives of Audi AG and Volkswagen Group of America, Inc. This meeting was held on August 19, 2010.

Please note the open issues in the "Comments" section.

Best regards,

Ex. 7


To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Fri 10/21/2011 3:03:32 PM
Subject: Test data for in-use vehicle P184-0012
P184RXX-0012.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

C15D

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2011-0352-004		Vehicle ID: P184RXX-0012					
	Test Date: 10/20/2011		MFR Name: AUDI				
	Key Start: 10:59:48		MFR Codes: 640 ADX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: AUTO				
	Test Procedure: 90 US06 (us06warmup_us06)		Shift Schedule: A09980041				
	Calculation Method: Gasoline		Beginning Odometer: 043557.0 MI				
Pretest Remarks:		Drive Schedule: us06_us06					
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	5.084	176.511	1.121	1.104	2.504		
Ambient	2.778	0.000	0.006	0.043	1.935		
Net Concentration	2.539	176.511	1.116	1.065	0.731	1.673	
Remarks:							
Phase 2							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.028	3.880	0.037	367.7	0.009	0.018	23.869
Fuel Economy							
	<u>Gasoline MPG</u>						
Phase 1	23.81						
				<u>Dyno Settings</u>		Dyno #: D329 - AWD	
						Inertia: 4000	
						EPA Set Co A: -0.6	
						EPA Set Co B: 0.2703	
						EPA Set Co C: 0.01721	
				Emiss-Bench: Mexa 7200sle			
v101208 - d329 EPAVDAEm111020103945							Page 1 of 2
							Print Time 20-Oct-2011 13:44

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0352-004

Vehicle ID: P184RXX-0012

Results




	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.221	31.018	0.295	2939.6	0.074	0.146	1.185

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.26			
Avg Cell Temp (degF)	75.40			
Dew Point (degF)	49.36			
Specific Humidity (grains/lbm)	55.39			
NOx Corr Factor	0.9156			
CO2 Dilution Factor	11.943			
CFV Vmix (scf @68F)	5330.01			
CVS Flow Rate Avg (scfm)	531.94			
Fan Placement:	USO6 Only - One Large Fan - Up - Front			
Phase Time (secs)	601.19			
Distance (miles)	7.994			
Bag Analysis Time (secs)	154.9			

C150

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2011-0352-003		Vehicle ID: P184RXX-0012					
	Test Date: 10/20/2011		MFR Name: AUDI				
	Key Start: 10:15:59		MFR Codes: 640 ADX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: AUTO				
	Test Procedure: 03 HWFET (hwfetprep_hwfet)		Shift Schedule: A09980011				
	Calculation Method: Gasoline		Beginning Odometer: 043536.0 MI				
Pretest Remarks:		Drive Schedule: hwfet_hwfet					
<hr/>							
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	3.451	19.368	0.309	1.305	2.178		
Ambient	2.548	0.000	0.009	0.044	1.977		
Net Concentration	1.151	19.368	0.301	1.266	0.394	0.684	
Remarks:							
Phase 2							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
<hr/>							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.007	0.249	0.006	256.0	0.003	0.004	34.811
<hr/>							
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	34.73	Dyno #: D329 - AWD					
		Inertia: 4000					
		EPA Set Co A: -0.6					
		EPA Set Co B: 0.2703					
		EPA Set Co C: 0.01721					
		Emiss-Bench: Mexa 7200sle					
<hr/>							
v101208 - d329 EPAVDAEm111020095436 Page 1 of 2 Print Time 20-Oct-2011 13:42							

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0352-003

Vehicle ID: P184RXX-0012

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.075	2.553	0.059	2620.9	0.030	0.045	1.185

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.24			
Avg Cell Temp (degF)	75.49			
Dew Point (degF)	48.96			
Specific Humidity (grains/lbm)	54.57			
NOx Corr Factor	0.9124			
CO2 Dilution Factor	10.252			
CFV Vmix (scf @68F)	3997.24			
CVS Flow Rate Avg (scfm)	313.51			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.00			
Distance (miles)	10.239			
Bag Analysis Time (secs)	144.9			

CISO

NVFEL Laboratory Test Data Final Laboratory Test Results

CVS

Test Number: 2011-0352-002

Vehicle ID: P184RXX-0012

Test Information
Test Date: 10/20/2011
Key Start / Hot Soak: 09:01:54 / 09:44

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640 ADX

Config #: 00

Transmission: AUTO

Shift Schedule: A09980005

Beginning Odometer: 043525.0 MI

Drive Schedule: ftp3bag

Soak Period: 22.5 hours

Bag Data

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Phase 1						
Sample	11.804	74.328	1.864	1.102	3.232	
Ambient	2.684	0.000	0.009	0.044	2.133	
Net Concentration	9.342	74.328	1.855	1.061	1.276	7.830

Remarks:

Phase 2

Sample	2.645	5.474	0.217	0.672	2.032	
Ambient	2.694	0.000	0.009	0.043	2.124	
Net Concentration	0.086	5.474	0.208	0.631	0.015	0.069

Remarks:

Phase 3

Sample	2.862	12.770	0.183	0.908	2.161	
Ambient	2.636	0.000	0.011	0.044	2.090	
Net Concentration	0.404	12.770	0.173	0.867	0.213	0.152

Remarks:

Phase 4
Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC (gpm)	Vol MPG (mpg)
Phase 1	0.114	1.824	0.068	409.4	0.018	0.095	21.631
Phase 2	0.002	0.214	0.012	387.5	0.000	0.001	23.011
Phase 3	0.005	0.315	0.006	335.9	0.003	0.002	26.530
Weighted	0.02580	0.57606	0.02226	377.881	0.00472	0.02096	

Fuel Economy

	Gasoline MPG	Dyno Settings	Dyno #: D329 - AWD
Phase 1	21.58		Inertia: 4000
Phase 2	22.96		EPA Set Co A: -0.6
Phase 3	26.47		EPA Set Co B: 0.2703
			EPA Set Co C: 0.01721
Weighted	23.50		Emiss-Bench: Mexa 7200sle

v101208 - d329

EPAVDAEm111020085111

Page 1 of 2

Print Time 20-Oct-2011 13:33

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2011-0352-002

Vehicle ID: P184RXX-0012

Results	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.407	6.544	0.245	1468.5	0.064	0.341	1.185
Phase 2	0.006	0.823	0.047	1489.7	0.001	0.005	
Phase 3	0.018	1.128	0.023	1203.1	0.011	0.007	



Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.22	28.22	28.23	
Avg Cell Temp (degF)	75.67	75.58	75.51	
Dew Point (degF)	49.60	48.84	48.70	
Specific Humidity (grains/lbm)	55.96	54.37	54.06	
NOx Corr Factor	0.9179	0.9116	0.9104	
CO2 Dilution Factor	12.070	19.919	14.738	
CFV Vmix (scf @68F)	2670.55	4559.10	2679.13	
CVS Flow Rate Avg (scfm)	316.10	314.71	317.18	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	506.90	869.19	506.80	
Distance (miles)	3.587	3.844	3.581	
Bag Analysis Time (secs)	878.7	1105.8	161.0	

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Hart, Robert (VWoA)"
Sent: Mon 10/24/2011 1:54:36 PM
Subject: Question from Lamborghini
robert.hart@vw.com

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline?

Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system?

If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA?

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 10/27/2011 12:32:09 PM
Subject: VW Group Running Change
william.rodgers@vw.com

Hello Jim,

Just FYI. I submitted a running change, with file name CBI_CAD XV05.2LR8_APP_C01_R00.PDF, to add two new models to the Audi test group CAD XV05.2LR8. No Certificate is required.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [REDACTED] Ex. 7 [REDACTED]@vw.com]
From: [REDACTED] Ex. 7 [REDACTED]
Sent: Thur 10/27/2011 12:40:46 PM
Subject: VW Group - Audi Q5 Hybrid Confirmatory test
[REDACTED] Ex. 7 [REDACTED]@vw.com

Jim,

Reminder.

We are planning to deliver the Audi Q5 Hybrid, test vehicle VID: CAD-Q5A, to your facility on Monday morning around 9:30-10AM. I was in Germany last week but understand that you had correspondence with [REDACTED] Ex. 7 [REDACTED] concerning some questions about this vehicle. If there is any further follow up or questions pending, please let me know as soon as possible.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

[REDACTED] Ex. 7 [REDACTED]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Thur 10/27/2011 12:49:55 PM
Subject: VW Group RE: Question from Lamborghini
robert.hart@vw.com

Jim,

One last item for today. I am following up for Bob Hart because Ex. 6 Have you had the chance to look at the following questions?

Thanks,

Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

- 1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline?
- 2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system?
- 3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA?

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

Phone: (248) 754-4224

Fax: (248) 754-4207

E-mail: robert.hart@vw.com

To: David Good/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Thur 10/27/2011 3:12:36 PM
Subject: VWGoA EEO 5-Cycle CO2 Calculator
VWGoA EEO CO2 5-Cycle Label Calculator.xlsx

Hello Dave;

Thanks for the information and the discussion today. Please find attached my quick CO2 5-cycle calculator. If you notice anything that needs attention please let me know.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

5-CYCLE CO2 CALCULATOR

	Bag1 [g/mi]	Bag2 [g/mi]	Bag3 [g/mi]	Result
FTP	406	405	340	388
Hwy	237			237
Cold CO	539	442	358	439
US06	569	287		350
SC03	435			435

5-CYCLE - FTP, HWY, US06, COLD FTP, SC03

City CO2	479.7716	rounded=	480
start 75	237.6000		
start 20	651.6000		
start CO2	27.1212		
running CO2	407.0721		

Highway CO2	313.5703	rounded=	314
start 75	237.6000		
start 20	651.6000		
start CO2	1.8533		
running CO2	281.9278		

references:

600.114-12 paragraphs (d) & (e)

Combined CO2 arithmetical calculation and rounded to whole **405** =

references:

600.210-12 paragraphs (c) (2)

MODIFIED 5-CYCLE (3-CYCLE) - FTP, HWY, US06

Highway CO2	314.8926	rounded=	315
start 75	237.6000		
start CO2	1.7546		
running CO2	283.2232		

references:

600.114-12 paragraphs (e)(2)(II)

this Hwy 3-cycle would be used in conjunction with the Derived 5-cycle city for the Combined CO2 calculation if it meets the criterion in 600.115-11 (passes the Litmus test)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/27/2011 10:05:56 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

See my answers in red. I will be out friday but back monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart because he is on vacation this week. Have you had the chance to look at the following questions?
Thanks,
Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.

2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to

purge the ethanol from the fuel system? Yes.

3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

I will be on vacation starting tomorrow. Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: [Ex. 7]@vw.com]
Cc: "Giles, Michael" [michael.giles@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 10/27/2011 10:10:34 PM
Subject: Re: VW Group - Audi Q5 Hybrid Confirmatory test
[Ex. 7]vw.com

I looked at the handout and didn't have any questions. I forwarded it to the lab and they didn't either.

My only concern is that the lab has a cell down for upgrading and scheduling may fall behind a bit. It may get pushed back a day.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>
Date: 10/27/2011 08:40 AM
Subject: VW Group - Audi Q5 Hybrid Confirmatory test

Jim,
Reminder.

We are planning to deliver the Audi Q5 Hybrid, test vehicle VID: CAD-Q5A, to your facility on Monday morning around 9:30-10AM. I was in Germany last week but understand that you had correspondence with [Ex. 7] and [Ex. 7] concerning some questions about this vehicle. If there is any further follow up or questions pending, please let me know as soon as possible.

Regards,

Ex. 7

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; Kata, Leonard" [Leonard.Kata@vw.com]
From: "Thomas, Richard (EEO)"
Sent: Fri 10/28/2011 12:34:12 PM
Subject: FW: VWGoA EEO 5-Cycle CO2 Calculator
[VWGoA EEO CO2 5-Cycle Label Calculator.xlsx](#)

Hello Bob;

Ex. 6

I just wanted to find out if you are nearing completion of an EPA CO2 5-cycle label calculator. Do you have an estimate of when you might have something that you will share with manufacturers?

We have to begin requesting bag CO2 data from our factories for the 2013 new label and I want to be sure our 5-cycle calculations agree with the EPA's calculations.

Best regards,

Richard

From: Thomas, Richard (EEO)
Sent: Thursday, October 27, 2011 11:13 AM
To: 'Good.David@epamail.epa.gov'
Subject: VWGoA EEO 5-Cycle CO2 Calculator

Hello Dave;

Thanks for the information and the discussion today. Please find attached my quick CO2 5-cycle calculator. If you notice anything that needs attention please let me know.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

5-CYCLE CO2 CALCULATOR

	Bag1 [g/mi]	Bag2 [g/mi]	Bag3 [g/mi]	Result
FTP	406	405	340	388
Hwy	237			237
Cold CO	539	442	358	439
US06	569	287		350
SC03	435			435

5-CYCLE - FTP, HWY, US06, COLD FTP, SC03

City CO2	479.7716	rounded=	480
start 75	237.6000		
start 20	651.6000		
start CO2	27.1212		
running CO2	407.0721		

Highway CO2	313.5703	rounded=	314
start 75	237.6000		
start 20	651.6000		
start CO2	1.8533		
running CO2	281.9278		

references:

600.114-12 paragraphs (d) & (e)

Combined CO2 arithmetical calculation and rounded to whole **405** =

references:

600.210-12 paragraphs (c) (2)

MODIFIED 5-CYCLE (3-CYCLE) - FTP, HWY, US06

Higway CO2	314.8926	rounded=	315
start 75	237.6000		
start CO2	1.7546		
running CO2	283.2232		

references:

600.114-12 paragraphs (e)(2)(II)

this Hwy 3-cycle would be used in conjunction with the Derived 5-cycle city for the Combined CO2 calculation if it meets the criterior in 600.115-11 (passes the Litmus test)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/4/2011 11:07:37 AM
Subject: Re: Audi Q5 Hybrid
[CHUB-Q5A_11-2-11.pdf](#)
william.rodgers@vw.com

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States


office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

CERT

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0324-003			Vehicle ID: CHUB-Q5A				
	Test Information		Test Date: 11/2/2011		MFR Name: AUDI		
	Key Start / Hot Soak: 12:33:47 / 09:53				MFR Codes: 640 ADX		
	Fuel Container ID: F00023				Config #: 00		
	Fuel Type: 61 Tier 2 Cert Test Fuel				Transmission: S		
	Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD)				Shift Schedule: A09980005		
	Calculation Method: Gasoline				Beginning Odometer: 004768.0 MI		
Pretest Remarks:			Drive Schedule: ftp4bag				
			Soak Period: 19.6 hours				
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Phase 1							
Sample	5.913	30.974	1.644	0.950	2.627		
Ambient	2.465	0.000	0.014	0.044	1.978		
Net Concentration	3.623	30.974	1.631	0.909	0.790	2.687	
Remarks:							
Phase 2							
Sample	2.477	12.248	0.474	0.503	1.934		
Ambient	2.480	0.000	0.013	0.044	1.977		
Net Concentration	0.090	12.248	0.461	0.461	0.031	0.054	
Remarks:							
Phase 3							
Sample	2.666	18.774	0.653	0.786	2.007		
Ambient	2.472	0.000	0.012	0.044	1.969		
Net Concentration	0.339	18.774	0.642	0.745	0.153	0.157	
Remarks:							
Phase 4							
Sample	2.530	9.405	0.480	0.480	1.942		
Ambient	2.508	0.000	0.011	0.044	1.971		
Net Concentration	0.113	9.405	0.469	0.438	0.042	0.063	
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC / NMOG</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.046	0.788	0.061	363.6	0.012	0.034 / 0.035	24.450
Phase 2	0.002	0.495	0.028	292.9	0.001	0.001 / 0.001	30.393
Phase 3	0.004	0.478	0.024	298.0	0.002	0.002 / 0.002	29.876
Phase 4	0.002	0.379	0.028	277.0	0.001	0.001 / 0.001	32.151
Weighted	0.01171	0.51684	0.03381	304.271	0.00345	(NMOG=1.04xNMHC) 0.0082 / 0.0085	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	24.39	Dyno #: D329 - AWD					
Phase 2	30.32	Inertia: 4750					
Phase 3	29.81	EPA Set Co A: -23.3					
Phase 4	32.08	EPA Set Co B: 0.1781					
		<u>1% SOC Limit</u>	<u>Act SOC A-hr</u>	<u>Sys Nom Volts</u>	<u>Charge State</u>	EPA Set Co C: 0.02292	
		0.6480	-0.2108	264.0	Pass		
Weighted	29.21	Emiss-Bench: Mexa 7200sle					

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-003

Vehicle ID: CHUB-Q5A

Results	HC-FID	CO	NOx	CO2	CH4	NMHC	Meth Response
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.164	2.827	0.221	1304.4	0.041	0.121	1.185
Phase 2	0.007	1.907	0.106	1127.9	0.003	0.004	
Phase 3	0.015	1.718	0.087	1071.2	0.008	0.007	
Phase 4	0.009	1.463	0.108	1069.8	0.004	0.005	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.20	29.19	29.18	29.17
Avg Cell Temp (degF)	75.62	75.46	75.34	75.21
Dew Point (degF)	48.71	48.47	48.68	48.41
Specific Humidity (grains/lbm)	52.29	51.81	52.24	51.74
NOx Corr Factor	0.9035	0.9017	0.9034	0.9014
CO2 Dilution Factor	14.049	26.554	17.000	27.86
CFV Vmix (scf @68F)	2768.37	4722.96	2775.50	4718.36
CVS Flow Rate Avg (scfm)	327.42	323.97	328.01	325.55
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	507.30	869.70	507.70	869.59
Distance (miles)	3.587	3.851	3.595	3.862
Bag Analysis Time (secs)	143.8	148.7	143.8	155.2

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0163	0.51	0.03	306	0	0.0136

Odometer
4448 M

MPG
29

MPG is -0.72 % lower than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

CERT
CVS

NVFEL Laboratory Test Data

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-001

Vehicle ID: CHUB-Q5A

Test Information



Test Date: 11/2/2011

Key Start: 14:08:29

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 03 HWFET (hwfetprep_hwfet)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name: AUDI

MFR Codes: 640

Config #: 00

Transmission: S

Shift Schedule: A09980011

Beginning Odometer: 004783.0 MI

Drive Schedule: hwfet_hwfet

ADX

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	4.285	31.477	0.417	1.216	2.402	
Ambient	2.508	0.000	0.004	0.043	1.971	
Net Concentration	2.005	31.477	0.413	1.176	0.611	1.281

Remarks:

Phase 2

Sample
Ambient
Net Concentration

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.013	0.419	0.008	246.1	0.005	0.008 / 0.009	36.157

(NMOG=1.04xNMHC)

Fuel Economy

Phase 1 Gasoline MPG 36.07

Dyno Settings

Dyno #: D329 - AWD

Inertia: 4750

EPA Set Co A: -23.3

EPA Set Co B: 0.1781

EPA Set Co C: 0.02292

1% SOC Limit

0.3603

Act SOC A-hr

0.0686

Sys Nom Volts

264.0

Charge State

Pass

Emiss-Bench: Mexa 7200sie

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-001

Vehicle ID: CHUB-Q5A

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.135	4.290	0.084	2519.5	0.048	0.086	1.185

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.14			
Avg Cell Temp (degF)	75.52			
Dew Point (degF)	48.61			
Specific Humidity (grains/lbm)	52.18			
NOx Corr Factor	0.9031			
CO2 Dilution Factor	10.991			
CFV Vmix (scf @68F)	4134.26			
CVS Flow Rate Avg (scfm)	324.26			

Fan Placement: One Fan - Up - Front
Phase Time (secs) 765.01
Distance (miles) 10.236
Bag Analysis Time (secs) 145.2

MFR Test Results

for Procedure 3 HWFE

<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>
1E+07	0.0125	0.25	0.005	223	0	0.0095

Odometer
4301 M

MPG
39.8

MPG is 10.33 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8
Fuel: 61 Tier 2 Cert Gasoline

CERT

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-004

Vehicle ID: CHUB-Q5A

Test Information



Test Date: 11/2/2011

Key Start: 14:50:24

Fuel Container ID: F00023

Fuel Type: 61 Tier 2 Cert Test Fuel

Test Procedure: 89 us062bag (us06warmup_2bagus06)

Calculation Method: Gasoline

Pretest Remarks:

MFR Name AUDI

MFR Codes: 640 ADX

Config #: 00

Transmission: S

Shift Schedule: A09980041

Beginning Odometer: 004803.0 MI

Drive Schedule: us06warmup_2bagus06

Bag Data

Phase 1

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	4.005	110.854	0.857	0.907	2.250	
Ambient	2.519	0.000	0.008	0.043	1.967	
Net Concentration	1.658	110.854	0.850	0.866	0.417	1.164

Remarks:

Phase 2

	HC-FID (ppmC)	CO (ppm)	NOx (ppm)	CO2 (%)	CH4 (ppm)	NonMeth HC (ppmC)
Sample	3.281	50.480	0.752	1.121	2.024	
Ambient	2.543	0.000	0.007	0.044	1.967	
Net Concentration	0.952	50.480	0.746	1.080	0.222	0.689

Remarks:

Phase 3

Sample
Ambient
Net Concentration

Remarks:

Phase 4

Sample
Ambient
Net Concentration

Remarks:

Results

	HC-FID (gpm)	CO (gpm)	NOx (gpm)	CO2 (gpm)	CH4 (gpm)	NMHC / NMOG (gpm)	Vol MPG (mpg)
Phase 1	0.033	4.489	0.051	551.3	0.010	0.023 / 0.024	15.982
Phase 2	0.008	0.895	0.020	300.9	0.002	0.006 / 0.006	29.517

Composite 0.01388 1.69149 0.02666 356.447 0.00390 (NMOG=1.04xNMHC) 0.0099 / 0.0103

Fuel Economy

	Gasoline MPG
Phase 1	15.94
Phase 2	29.45

Dyno Settings

Dyno #: D329 - AWD

Inertia: 4750

EPA Set Co A: -23.3

EPA Set Co B: 0.1781

EPA Set Co C: 0.02292

1% SOC Limit

0.4090

Act SOC A-hr

0.106

Sys Nom Volts

264.0

Charge State

Pass

Composite 24.82

Emiss-Bench: Mexa 7200sle

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-004

Vehicle ID: CHUB-Q5A

Results



	<u>HC-FID</u> (grams)	<u>CO</u> (grams)	<u>NOx</u> (grams)	<u>CO2</u> (grams)	<u>CH4</u> (grams)	<u>NMHC</u> (grams)	<u>Meth Response</u>
Phase 1	0.059	7.950	0.091	976.4	0.017	0.041	1.185
Phase 2	0.052	5.564	0.122	1871.4	0.014	0.038	

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	29.13	29.13		
Avg Cell Temp (degF)	75.06	74.87		
Dew Point (degF)	48.85	48.86		
Specific Humidity (grains/lbm)	52.68	52.69		
NOx Corr Factor	0.9051	0.9051		
CO2 Dilution Factor	14.592	11.899		
CFV Vmix (scf @68F)	2175.30	3342.90		
CVS Flow Rate Avg (scfm)	550.24	549.52		

Fan Placement: US06 Only - One Large Fan - Up - Front
Phase Time (secs) 130.00 365.00 107.21
Distance (miles) 1.771 6.218
Bag Analysis Time (secs) 150.2 402.3

MFR Test Results

for Procedure 90 US06

<u>MFR Number</u> 1E+07	<u>HC</u> 0.0139	<u>CO</u> 0.63	<u>NOx</u> 0.015	<u>CO2</u> 322	<u>NMOG</u> 0	<u>NonMeth HC</u> 0.0097
----------------------------	---------------------	-------------------	---------------------	-------------------	------------------	-----------------------------

Odometer
4321 M

MPG
27.5

MPG is 10.78 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 11/4/2011 1:42:22 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM

To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/4/2011 1:44:25 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

It will be next week. I'll get it Monday and send it.

Have a nice weekend!

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
Subject: RE: Audi Q5 Hybrid

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/7/2011 4:28:42 PM
Subject: 2013 Certification Preview Letter
CBI DVWXV COMMON LTR CPP R00.PDF
william.rodgers@vw.com

As discussed.

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/7/2011 6:53:42 PM
Subject: RE: 2013 Certification Preview Letter

Dennis Reineke will call you on this. It's clearly not a US car but he has the means to track it down.

I think it's a "old-style" Beetle from Mexico but I'm not 100% sure. I've heard of these being imported in pieces and later titled as kit cars somehow.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, November 07, 2011 12:47 PM
To: Rodgers, William
Subject: Re: 2013 Certification Preview Letter

Bill, Illinois' State I/M testing has a VW that appears to have no OBD2 results. It's listed as a 1997 Volkswagen. They say it is a Beetle, possibly imported from Mexico. Can you look up the VIN # and see what it is? Since it's possibly from Mexico, I'm wondering if it's a New or Old beetle.

vin

Ex. 6

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Mon 11/7/2011 8:05:11 PM
Subject: RE: Audi Q5 Hybrid
CHUB-Q5A Roadload Derivation 11-1-11.pdf
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

Please find enclosed the Road Load Derivation for CHUB-Q5A.

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
Subject: RE: Audi Q5 Hybrid

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

d329
65 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/1/2011 / 14:35

Roadload derivation - Test ID: 633

Roadload derivation:**Settings:****Ambient data:**

PL ID: 419 / 437
Date: 11/01/2011
Time: 14:09:48

Measured temperature [°F]: 75.2
Measured air pressure [psi]: 14.301

System settings:

Reference temperature [°F]: 68.0
Reference air pressure [psi]: 14.504

Test settings:

Axle mode: 4WD
Log file:

Adjustment [%]: 100.00
Max. Runs: 20
Verification: 2

Vehicle information: Vehicle number CHUB-Q5A

Weight [lbs]: 4750
Rotational direction : Forward

Rot. 2WD [lbs]: 70
Country : US

Rot. 4WD [lbs]: 138

Drive : 4WD

Setting Road:

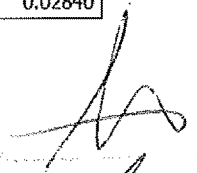
No.	Vmax [mph]	Vmin [mph]	T-target [s]	F-target [lbf]	Error-F [lbf]
1	70.00	60.00	14.68	152.19	2.00
2	60.00	50.00	18.58	120.28	2.00
3	50.00	40.00	23.75	94.05	2.00
4	40.00	30.00	30.36	73.50	2.00
5	30.00	20.00	37.98	58.63	2.00
6	20.00	10.00	44.91	49.44	2.00

Setting Dyno:**Coefficients:**


Inertia [lbs]	4750
A _s [lbf]	23.16
B _s [lbf/mph]	-0.0434
C _s [lbf/mph ²]	0.02840

Coefficients:

Inertia [lbs]	4888
A _t [lbf]	46.31
B _t [lbf/mph]	-0.2170
C _t [lbf/mph ²]	0.02840

Signed by: 

Date: 11/1/11

Written by: 

Date: 11-1-11

Comments:

324005

d329
 65 Plymouth Road
 Ann Arbor, MI 48105
 734-214-4200

Dyno-specific data:
 Dyno No.: d329
 Dyno name: 4 WD Cell 329
 Factory number: NVFEL

Roadload derivation - Test ID: 633

Print date / time: 11/1/2011 / 14:35

Overview:

Test status: Success

Run No.	Category	A [lbf]	B [lbf/mph]	C [lbf/mph²]	Max. error	
					v [mph]	[lbf]
CD: 1	meas	87.89	0.2912	0.02626	69.94	*-66.66
cfm: 0	veh	64.73	0.3346	-0.00214		
	next	-18.42	-0.5516	0.03054		
CD: 2	meas	39.76	-0.1588	0.02840	10.00	*5.97
cfm: 0	veh	58.18	0.3928	-0.00214		
	next	-11.87	-0.6098	0.03054		
CD: 3	meas	54.87	-0.8206	0.03459	48.76	*6.16
cfm: 0	veh	66.74	-0.2108	0.00404		
	next	-20.43	-0.0062	0.02436		
CD: 4	meas	49.18	-0.4013	0.02983	64.36	*3.06
cfm: 0	veh	69.61	-0.3951	0.00548		
	next	-23.30	0.1781	0.02292		
CD: 5	meas	45.44	-0.1997	0.02837	10.00	0.70
cfm: 0	veh	68.74	-0.3778	0.00544		
	next	-23.30	0.1781	0.02292		
CD: 6	meas	46.39	-0.2591	0.02895	38.38	0.73
cfm: 1	veh	69.68	-0.4372	0.00603		
	next	-23.30	0.1781	0.02292		
CD: 7	meas	45.03	-0.1941	0.02826	10.00	1.07
cfm: 2	veh	68.33	-0.3722	0.00534		
	next	-23.30	0.1781	0.02292		

ECDM 48iv

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]
From: "Reineke, Dennis"
Sent: Mon 11/7/2011 9:23:29 PM
Subject: RE:

Hello Jim,

The VIN Illinois has provided describes a 1997 Classic Beetle (old). Mexican produced Beetles were never imported for sale by Volkswagen Group of America, Inc. This vehicles as produced in Mexico does not meet U.S. emissions or safety standard for the 197 model year.

The VIN breaks down as follows:

3 VW - WMI - Volkswagen de Mexico

ZZZ11 - VDS - ZZZ are filler characters, 11 represents the model type = old, classic or air cooled Beetle

V - MY - 1997

M - Plant - Pueblo

Please contact me or Bill Rodgers if you have additional questions.

Dennis E. Reineke
Certification Specialist
Engineering and Environmental Office

VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road

Auburn Hills, MI 48326
USA
Phone: +1-248-754-4215
Fax : +1-248-754-4207
Mail To: Dennis.Reineke@vw.com

From: Rodgers, William
Sent: Monday, November 07, 2011 1:48 PM
To: Reineke, Dennis
Subject: FW:

Dennis,

Can this VIN be put into ETKA?

Model 113 does not ring a bell with me. Looks like a Mexican Type I Beetle?

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, November 07, 2011 12:47 PM
To: Rodgers, William
Subject: Re: 2013 Certification Preview Letter

Bill, Illinois' State I/M testing has a VW that appears to have no OBD2 results. It's listed as a 1997 Volkswagen. They say it is a Beetle, possibly imported from Mexico. Can you look up the VIN # and see what it is? Since it's possibly from Mexico, I'm wondering if it's a New or Old beetle.

vin **Ex. 6**

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Vincent Mazaitis/AA/USEPA/US@EPA;Jim Snyder/AA/USEPA/US@EPA[]; im
Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 11/8/2011 12:32:36 PM
Subject: RE: Audi Q5 Hybrid
william.rodgers@vw.com
william.rodgers@vw.com
<mailto:Mazaitis.Vincent@epamail.epa.gov>
william.rodgers@vw.com

Thanks guys.

Please also, let us know what your schedule for this week's testing is.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Monday, November 07, 2011 3:05 PM

To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: Audi Q5 Hybrid

Hello Bill,

Please find enclosed the Road Load Derivation for CHUB-Q5A.

If you have any questions or concerns, please contact me.

Thanks,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/04/2011 09:42 AM
Subject: RE: Audi Q5 Hybrid

Hi Vince,

Can you send me your load determination sheet for this vehicle?

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 04, 2011 7:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: Audi Q5 Hybrid

Good morning Bill,

Please find enclosed the Laboratory Test Data for CHUB-Q5A. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 11/01/2011 03:48 PM
Subject: Audi Q5 Hybrid

Hello Vince,

As discussed, I have attached the Q5 Hybrid instructions.

PS

I also just spoke to Jim about the new test start time. I will have my colleague Andy Kramer standing by in Ann Arbor before the Noon start time, probably by 10:30AM.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

[attachment "EPA QA Revised Starting.ppt" deleted by Vincent Mazaitis/AA/USEPA/US]

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/15/2011 1:19:27 PM
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 11/15/2011 2:00:45 PM
Subject: RE: Audi testing

Thanks Jim,

Our resident Audi Engineer will be there at 7AM. His name is Marcos Marques – Ex. 6

Regards,

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Tue 11/15/2011 2:44:40 PM
Subject: RE: Audi testing
william.rodgers@vw.com

Hello Vince,

As discussed, please send us the Audi Q5 Hybrid load derivation after its completed on Wednesday.

We will have an Audi Engineer at EPA on Thursday morning by 7AM to witness the start of the exhaust tests. His name is Marcos Marques - Ex. 6

Shall I have him ask for you at Security once he arrives?

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Tue 11/15/2011 4:05:31 PM
Subject: RE: Audi testing
william.rodgers@vw.com

Hello Bill,

Thanks for the note. I'll send the road load derivation as soon as the lab makes it available. It's usually available with the Lab test results.

Yes, have Marcos give my name to Security. I'm usually here by 6:30 a.m. I'll call Marcos if there is a change.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 11/15/2011 09:44 AM
Subject: RE: Audi testing

Hello Vince,

As discussed, please send us the Audi Q5 Hybrid load derivation after its completed on Wednesday.

We will have an Audi Engineer at EPA on Thursday morning by 7AM to witness the start of the exhaust tests. His name is Marcos Marques - Ex. 6

Shall I have him ask for you at Security once he arrives?

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Snyder.Jim@epamail.epa.gov [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Tuesday, November 15, 2011 8:19 AM
To: Rodgers, William
Subject: Audi testing

The Audi is scheduled for a 4 bag FTP, hwy and US06 on Thursday, after the new road load derivation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Hart, Robert (VWoA)" [Robert.Hart@vw.com]; Giles, Michael" [michael.giles@vw.com]
From: "Rodgers, William"
Sent: Wed 11/16/2011 4:54:17 PM
Subject: VW Group Running Change CV2.5259_03_11
william.rodgers@vw.com

Hello Jim,

I have uploaded several running changes related to the addition of Beetle Convertible FEDVs to four 2012 model year test groups (listed below). Certificate requests for each test group have also been submitted to allow the new carline to be added to the Certificates.

Test Groups:

CVWXV02.5259

CVWXV02.5U35

CVWXV02.03PA

CADXJ02.03UA

In one case, I was unable to process a new Test Group input file in Verify due to Verify release 9 issues related to EPA confirmed test results. A Verify help desk ticket has been opened to have EPA test results resubmitted with CREE/Opt-CREE values. As the result, the following Application revision was submitted without an updated Section 7 CSI to reflect the added Beetle Convertible. This application will be corrected in the Update coming soon, assuming the EPA test issues are resolved by that time. I hope this will not delay the approval of the revised certificate for this test group. Please let me know if you have any questions or concerns.

Application to be revised:

CBI_CVWXV02.5259_APP_INI_R03.PDF

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 9:39:43 PM
Subject: 2nd RLD of 2012 Q5 HEV
[2012 Q5 HEV 2nd RLD.pdf](#)
[2012 Q5 HEV 2nd RLD pg2.pdf](#)

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov



ECDM 48M/4x4

EPA-d329
2565 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/16/2011 / 13:38

Roadload derivation - Test ID: 639

Roadload derivation:

Settings:

Ambient data:

PL ID: 419 / 437

Date: 11/16/2011

Time: 13:23:59

Measured temperature [°F]: 74.5

Measured air pressure [psi]: 14.156

System settings:

Reference temperature [°F]: 68.0

Reference air pressure [psi]: 14.504

Test settings:

Axle mode: 4WD

Adjustment [%]: 100.00

Log file:

Max. Runs: 20

Verification: 2

Vehicle information: Vehicle number CHUB-Q5A

Weight [lbs]: 4750

Rot. 2WD [lbs]: 70

Rot. 4WD [lbs]: 138

Drive : 4WD

Rotational direction : Forward

Country : US

Setting Road:

No.	Vmax [mph]	Vmin [mph]	T-target [s]	F-target [lbf]	Error-F [lbf]
1	70.00	60.00	14.68	152.19	2.00
2	60.00	50.00	18.58	120.28	2.00
3	50.00	40.00	23.75	94.05	2.00
4	40.00	30.00	30.36	73.50	2.00
5	30.00	20.00	37.98	58.63	2.00
6	20.00	10.00	44.91	49.44	2.00

Setting Dyno:

Coefficients:

Inertia [lbs]	4750
A _s [lbf]	23.16
B _s [lbf/mph]	-0.0434
C _s [lbf/mph ²]	0.02840

Coefficients:

Inertia [lbs]	4888
A _t [lbf]	46.31
B _t [lbf/mph]	-0.2170
C _t [lbf/mph ²]	0.02840

Signed by:  Date: 11-16-11

Verified by:  Date: 11-16-11



ECDM 48M/4x4

EPA-d329
2565 Plymouth Road
Ann Arbor, MI 48105
734-214-4200

Dyno-specific data:

Dyno No.: d329
Dyno name: 4 WD Cell 329
Factory number: NVFEL

Print date / time: 11/16/2011 / 13:38

Roadload derivation - Test ID: 639

Overview:

Test status: Success

Run No.	Category	A [lbf]	B [lbf/mph]	C [lbf/mph ²]	Max. error	
					v [mph]	[lbf]
CD: 1	meas	79.08	-0.0964	0.03107	69.94	*-54.28
cfm: 0	veh	55.92	-0.0530	0.00267		
	next	-9.61	-0.1640	0.02573		
CD: 2	meas	46.45	-0.2543	0.02915	69.94	-1.19
cfm: 0	veh	56.06	-0.0903	0.00342		
	next	-9.61	-0.1640	0.02573		
CD: 3	meas	46.01	-0.2490	0.02908	69.94	-0.79
cfm: 1	veh	55.62	-0.0851	0.00335		
	next	-9.61	-0.1640	0.02573		
CD: 4	meas	46.74	-0.2633	0.02920	69.94	-1.10
cfm: 2	veh	56.36	-0.0993	0.00347		
	next	-9.61	-0.1640	0.02573		

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;"Rodgers, William"
[William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 10:42:22 PM
Subject: Re: 2nd RLD of 2012 Q5 HEV

I spoke too soon. The new coefficients aren't really better when totalled. Hot test results are in Verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/17/2011 04:39 PM
Subject: 2nd RLD of 2012 Q5 HEV

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

[attachment "2012 Q5 HEV 2nd RLD.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "2012 Q5 HEV 2nd RLD pg2.pdf" deleted by Jim Snyder/AA/USEPA/US]

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA;"Rodgers, William"
[William.Rodgers@vw.com]; Rodgers, William" [William.Rodgers@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 10:42:22 PM
Subject: Re: 2nd RLD of 2012 Q5 HEV

I spoke too soon. The new coefficients aren't really better when totalled. Hot test results are in Verify.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 11/17/2011 04:39 PM
Subject: 2nd RLD of 2012 Q5 HEV

Here's the RLD results. I circled the final set coefficients. The A and B look a lot closer to Audi's numbers. This should help correlation.

[attachment "2012 Q5 HEV 2nd RLD.pdf" deleted by Jim Snyder/AA/USEPA/US] [attachment "2012 Q5 HEV 2nd RLD pg2.pdf" deleted by Jim Snyder/AA/USEPA/US]

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:34:43 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

I happened to talk to Ben about E85 testing and he said he prefers flex-fuel vehicles arrive with E85 first so they don't need as much e85 fuel to do the switchover.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 06:05 PM
Subject: Re: VW Group RE: Question from Lamborghini

See my answers in red.

Ex. 6

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart
had the chance to look at the following questions?
Thanks,
Bill

Ex. 6

Have you

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

- 1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.
- 2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system? Yes.
- 3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

Ex. 6

Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
Cc: "Rodgers, William" [William.Rodgers@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:34:46 PM
Subject: Re: VW Group RE: Question from Lamborghini
robert.hart@vw.com

I happened to talk to Ben about E85 testing and he said he prefers flex-fuel vehicles arrive with E85 first so they don't need as much e85 fuel to do the switchover.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 06:05 PM
Subject: Re: VW Group RE: Question from Lamborghini

See my answers in red. I will be out friday but back monday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 10/27/2011 08:49 AM
Subject: VW Group RE: Question from Lamborghini

Jim,
One last item for today. I am following up for Bob Hart because he is on vacation this week. Have you had the chance to look at the following questions?
Thanks,
Bill

From: Hart, Robert (VWoA)
Sent: Monday, October 24, 2011 9:55 AM
To: Jim Snyder (Snyder.Jim@epamail.epa.gov)
Cc: Rodgers, William
Subject: Question from Lamborghini

Hello Jim,

Lamborghini's first flex-fuel car is scheduled for MY 2013. They have some questions since they have no previous experience with flex-fuel vehicle confirmatory tests at the EPA.

Due to the number of possible fuel changes - between gasoline, E10 and E85 fuels, Lamborghini would like to know the order tests are performed at the EPA when a flex-fuel car is tested with evap tests included.

- 1) I think you told me that testing will start with whatever fuel type is in the flex-fuel vehicle when it arrives and it doesn't matter which one it is. Does it make the most sense to start with gasoline? I believe Ben Haynes in the lab has a practical preference for starting with gasoline first to minimize the E85 we have to drain and scrap.
- 2) Can Lamborghini request extra preconditioning between the switch from E10/E85 to gasoline to purge the ethanol from the fuel system? Yes.
- 3) If evap test confirmation is included, will both gasoline and E10 tests be performed at the EPA? We currently don't Evap test with E10 but plan to in the future with the new shed. Definitely not in this round of testing if its in the next 3 months.

I will be on vacation starting tomorrow. Please Cc Bill Rodgers (William.rodgers@vw.com) on your reply.

Best regards,

Bob Hart

Robert Hart

Engineering and Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Phone: (248) 754-4224
Fax: (248) 754-4207
E-mail: robert.hart@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 11/17/2011 11:38:32 PM
Subject: CVWXV02.5259 cert

Bill, I assume this is in the cert revision to add a new carline to the certificate? The Beetle convertible is listed in the cert Application document but not in the Verify application or on the Certificate. I think one of them is incorrect.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 11/18/2011 12:04:54 PM
Subject: CHUB-Q5A Hwy & US06 Laboratory Test Data
[CHUB-Q5A 11-17-11.pdf](#)


Hello Bill,

Please find enclosed the Hwy and US06 Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Best regards,

Vince Mazaitis

02RT

NVFEL Laboratory Test Data								CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data								
Test Number: 2011-0324-007				Vehicle ID: CHUB-Q5A				
		Test Date: 11/17/2011		MFR Name: AUDI				
		Key Start: 09:25:43		MFR Codes: 640		ADX		
		Fuel Container ID: F00023		Config #: 00				
		Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: S				
		Test Procedure: 03 HWFET (hwfetprep_hwfet)		Shift Schedule: A09980011				
		Calculation Method: Gasoline		Beginning Odometer: 004878.0 MI				
Pretest Remarks:				Drive Schedule: hwfet_hwfet				
Bag Data								
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>		
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)		
Sample	3.906	39.014	0.304	1.276	2.340			
Ambient	2.532	0.195	0.012	0.045	1.958			
Net Concentration	1.616	38.837	0.293	1.235	0.569	0.941		
Remarks:								
Phase 2								
Sample								
Ambient								
Net Concentration								
Remarks:								
Phase 3								
Sample								
Ambient								
Net Concentration								
Remarks:								
Phase 4								
Sample								
Ambient								
Net Concentration								
Remarks:								
Results								
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC / NMOG</u>	<u>Vol MPG</u>	
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	
Phase 1	0.011	0.516	0.006	257.9	0.004	0.006 / 0.006	34.489	
(NMOG=1.04xNMHC)								
Fuel Economy								
	<u>Gasoline MPG</u>			<u>Dyno Settings</u>	<u>Dyno #:</u> D329 - AWD			
Phase 1	34.41				Inertia: 4750			
		<u>1% SOC Limit</u>	<u>Act SOC A-hr</u>	<u>Sys Nom Volts</u>	<u>Charge State</u>	EPA Set Co A: -9.61		
		0.3782	0.0005	264.0	Pass	EPA Set Co B: -0.164		
						EPA Set Co C: 0.02573		
						Emiss-Bench: Mexa 7200sle		
v101208 - d329 EPAVDAEm111117085526								
Page 1 of 2				Print Time 17-Nov-2011 14:12				

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data
Test Number: 2011-0324-007

Vehicle ID: CHUB-Q5A

Results	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.109	5.284	0.059	2641.2	0.044	0.063	1.185



Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.08			
Avg Cell Temp (degF)	75.79			
Dew Point (degF)	47.93			
Specific Humidity (grains/lbm)	50.97			
NOx Corr Factor	0.8985			
CO2 Dilution Factor	10.469			
CFV Vmix (scf @68F)	4126.85			

CVS Flow Rate Avg (scfm) 323.67

Fan Placement: One Fan - Up - Front

Phase Time (secs)	765.00
Distance (miles)	10.240
Bag Analysis Time (secs)	144.8

MFR Test Results

for Procedure 3 HWFE

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0125	0.25	0.005	223	0	0.0095

Odometer
4301 M

MPG
39.8


MPG is 15.66 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

CERT

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0324-009			Vehicle ID: CHUB-Q5A				
Test Information 	Test Date: 11/17/2011		MFR Name: AUDI				
	Key Start: 10:19:29		MFR Codes: 640 ADX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: S				
	Test Procedure: 89 us062bag (us06warmup_2bagus06)		Shift Schedule: A09980041				
	Calculation Method: Gasoline		Beginning Odometer: 004898.0 MI				
Pretest Remarks:			Drive Schedule: us06warmup_2bagus06				
Baq Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	3.829	84.307	0.637	0.873	2.197		
Ambient	2.534	0.000	0.010	0.043	1.924		
Net Concentration	1.462	84.307	0.627	0.833	0.400	0.987	
Remarks:							
Phase 2							
Sample	3.131	40.744	1.413	1.179	2.031		
Ambient	2.559	0.000	0.010	0.044	1.929		
Net Concentration	0.797	40.744	1.403	1.139	0.272	0.475	
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC / NMOG</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.030	3.444	0.038	534.8	0.009	0.020 / 0.021	16.519
Phase 2	0.007	0.724	0.037	318.1	0.003	0.004 / 0.004	27.957
(NMOG=1.04xNMHC)							
Composite	0.01200	1.32429	0.03714	365.934	0.00423	0.0077 / 0.0080	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	16.48	Dyno #: D329 - AWD					
Phase 2	27.89	Inertia: 4750					
		EPA Set Co A: -9.61					
		EPA Set Co B: -0.164					
		EPA Set Co C: 0.02573					
		<u>1% SOC Limit</u>	<u>Act SOC A-hr</u>	<u>Sys Nom Volts</u>	<u>Charge State</u>		
		0.4200	0.0212	264.0	Pass		
Composite	24.19	Emiss-Bench: Mexa 7200sle					
v101208 - d329 EPAVDAEm111117094938							
Page 1 of 2							
Print Time 17-Nov-2011 14:14							

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-009

Vehicle ID: CHUB-Q5A

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.052	6.078	0.067	943.9	0.017	0.035	1.185
Phase 2	0.044	4.511	0.230	1981.9	0.017	0.026	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.08	29.08		
Avg Cell Temp (degF)	75.13	75.17		
Dew Point (degF)	48.00	48.49		
Specific Humidity (grains/lbm)	51.10	52.07		
NOx Corr Factor	0.8990	0.9027		
CO2 Dilution Factor	15.190	11.322		
CFV Vmix (scf @68F)	2186.67	3357.77		

CVS Flow Rate Avg (scfm)	552.89	551.96
--------------------------	--------	--------

Fan Placement: US06 Only - One Large Fan - Up - Front

Phase Time (secs)	130.00	365.00	107.30
Distance (miles)	1.765	6.231	
Bag Analysis Time (secs)	149.8	402.0	

MFR Test Results

for Procedure 90 US06

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0139	0.63	0.015	322	0	0.0097

Odometer
4321 M

MPG
27.5

MPG is 13.68 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 11/18/2011 3:26:25 PM
Subject: RE: CHUB-Q5A Hwy & US06 Laboratory Test Data

Hello Vince,

Can you confirm whether the hood latch was in place during the 2nd load determination?

Thanks,

Bill

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, November 18, 2011 7:05 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: CHUB-Q5A Hwy & US06 Laboratory Test Data

Hello Bill,

Please find enclosed the Hwy and US06 Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Best regards,

Vince Mazaitis

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 11/21/2011 9:57:36 PM
Subject: Re: CVWXV02.5259 cert

Bill, any clarification on this test group? The Part 1 document lists the Beetle Convertible but the actual Certificate does not. I can't approve the Cert Request to revise it until they match.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: Jim Snyder/AA/USEPA/US
To: "Rodgers, William" <William.Rodgers@vw.com>
Date: 11/17/2011 06:38 PM
Subject: CVWXV02.5259 cert

Bill, I assume this is in the cert revision to add a new carline to the certificate? The Beetle convertible is listed in the cert Application document but not in the Verify application or on the Certificate. I think one of them is incorrect.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 11/21/2011 10:17:52 PM
Subject: Verify errors for EPA tests
william.rodgers@vw.com

<TransactionStatusDetails>

<TransactionStatusIdentifier>REJECTED</TransactionStatusIdentifier>

<TransactionMessageText>LD-CERT-TG-BR190 - If there exists any Official Test Number(s), then each of the Test Number(s) must be entered as an Exhaust Test Number (TG-202.5). (Test Group Fuel (TG-217.1): G)</TransactionMessageText>

<TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000667)</TransactionMessageText>

<TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000666)</TransactionMessageText>

</TransactionStatusDetails>

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 11/22/2011 8:59:21 PM
Subject: Notification of a new in-use surveillance test class
[NOTIF-R-104-Audi.pdf](#)

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
NATIONAL VEHICLE AND FUEL EMISSIONS LABORATORY
2565 PLYMOUTH ROAD
ANN ARBOR, MICHIGAN 48105-2498

OFFICE OF
AIR AND RADIATION

November 22, 2011

Mr. Dennis Reineke
Volkswagen of America
3800 Hamlin Rd.,
Auburn Hills, Michigan 48326

Dear Mr. Reineke,

The Environmental Protection Agency will test a 2009 model-year Audi test-group in our surveillance test-program. The group shown in Enclosure 1 will be tested at the National Vehicle and Fuel Emissions Laboratory in Ann Arbor, Michigan. Test results which exceed applicable standards may lead to confirmatory testing.

A sample of three or more vehicles will be procured. Maintenance will consist of an under-hood inspection and review of on-board computer codes. The federal test procedure and highway cycle will follow a single LA-4 preconditioning cycle. If this test-group contains models which are equipped with 4WD or AWD, the vehicles may be tested in either of these modes.

One vehicle may be subjected to evaporative testing and a US06 is usually run per class. Additionally, fault conditions may be introduced on one or more of the vehicles to test the response of the On-Board Diagnostics (OBD) system. If you are aware of OBD enabling criteria which would limit our ability to evaluate these systems, please inform me. Copies of the OBD enabling criteria which were approved during certification should be provided if there are such limitations.

We invite your representatives to be present as observers during the test program. If you have any questions concerning this investigation please contact me.

Sincerely,

A handwritten signature in cursive script, reading "Lynn Sohacki", is positioned below the word "Sincerely,".

Lynn Sohacki
Compliance and Innovative Strategies Division

Enclosure

ENCLOSURE 1

<u>Lab</u>	NVFEL Ann Arbor, Michigan
<u>Test Group</u>	9AD XV03.23LC
<u>Estimated Start Date</u>	Week-ending January 14, 2012
<u>Recall/Testing Representative</u>	Lynn Sohacki
<u>Telephone Number</u>	(734) 214-4851
<u>E-mail address</u>	Sohacki.lynn@epa.gov
<u>Class Numbers</u>	R104/R105 (low-mileage / high-mileage)

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/22/2011 9:24:07 PM
Subject: Re: Verify errors for EPA tests
william.rodgers@vw.com

Bill I left you a voice mail but the answer to this issue is to call Bob Peavyhouse (X4814) or Karen Danzeisen (4444) and tell them you have a epa lab test that needs to be manually re-processed for CREE calculation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 11/21/2011 05:17 PM
Subject: Verify errors for EPA tests

<TransactionStatusDetails>
 <TransactionStatusIdentifier>REJECTED</TransactionStatusIdentifier>
 <TransactionMessageText>LD-CERT-TG-BR190 - If there exists any Official Test Number(s), then each of the Test Number(s) must be entered as an Exhaust Test Number (TG-202.5). (Test Group Fuel (TG-217.1): G)</TransactionMessageText>
 <TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000667)</TransactionMessageText>
 <TransactionMessageText>LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BVWX91000666)</TransactionMessageText>
</TransactionStatusDetails>

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

To: Lynn Sohacki/AA/USEPA/US@EPA[]
From: "Berenz, Sebastian"
Sent: Tue 11/22/2011 11:08:37 PM
Subject: RE: Notification of a new in-use surveillance test class

Hello Lynn,

Thank you very much for letting me know.
Please inform me when the first car comes in and I will check the car in.

I have another question concerning the 2.0l Audi test group you tested.
I still haven't heard anything about the last car that you tested:

Ex. 6

P185RXX-0003 My2009 Audi A4

Do you know if this one passed?

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, November 22, 2011 3:59 PM
To: Berenz, Sebastian
Subject: Notification of a new in-use surveillance test class

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: NOTIF-R-104-Audi.pdf)

To: "Berenz, Sebastian" [Sebastian.Berenz@vw.com]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Wed 11/23/2011 1:28:06 PM
Subject: RE: Notification of a new in-use surveillance test class

Hi, Sebastian.

This vehicle hasn't tested yet. I'll forward the test data once it's tested.

Regards,

Lynn Sohacki
Environmental Protection Agency
734-214-4851
734-214-4869 (fax)

From: "Berenz, Sebastian" <Sebastian.Berenz@vw.com>
To: Lynn Sohacki/AA/USEPA/US@EPA
Date: 11/22/2011 06:08 PM
Subject: RE: Notification of a new in-use surveillance test class

Hello Lynn,

Thank you very much for letting me know.
Please inform me when the first car comes in and I will check the car in.

I have another question concerning the 2.0l Audi test group you tested.
I still haven't heard anything about the last car that you tested:

Ex. 6	P185RXX-0003	My2009 Audi A4
--------------	--------------	----------------

Do you know if this one passed?

Thank you very much.

Best regards

Sebastian Berenz

Manager In-Use Emission Compliance
Engineering Environmental Office

Volkswagen Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
United States of America

Phone: (248) 754-4211
Cell: (248) 736-3487
FAX: (248) 754-4207
E-Mail: sebastian.berenz@vw.com

<http://www.volkswagen.com>

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

-----Original Message-----

From: Sohacki.Lynn@epamail.epa.gov [mailto:Sohacki.Lynn@epamail.epa.gov]
Sent: Tuesday, November 22, 2011 3:59 PM
To: Berenz, Sebastian
Subject: Notification of a new in-use surveillance test class

Dear Sebastian,

Attached is a letter that was sent to your company announcing the selection of an EPA in-use surveillance test class. Please let me know if you have any questions.

Thanks,

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

(See attached file: NOTIF-R-104-Audi.pdf)

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 4 - CBI@csc.com];
[Ex. 4 - CBI@csc.com>]; [Ex. 7@vw.com]; [Ex. 7
[Ex. 7@vw.com]; [Ex. 7@vw.com]; [Ex. 7
[Ex. 7@vw.com]
From: [Ex. 7]
Sent: Wed 11/23/2011 1:33:02 PM
Subject: VW Group- EPA test re-processing
[Ex. 7@vw.com]

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666

BVWX91000667

BVWX91000842

BVWX91000820

9VWX09009736

9VWX09009737

CVWX91000985

CVWX91000960

CADX91000966

CADX91000967

CADX91000988

CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com; [Ex. 4 - CBI]@csc.com[]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Wed 11/23/2011 6:13:23 PM
Subject: Re: VW Group- EPA test re-processing
[Ex. 7]@vw.com

William,

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked

I cant re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated

CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated

CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated

CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked

I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated

BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 4 - CBI]@csc.com>, [Ex. 7]
[Ex. 7]@vw.com>, [Ex. 7]@vw.com>, [Ex. 7]
[Ex. 7]@vw.com>

Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Robert Peavyhouse/AA/USEPA/US@EPA; Jim Snyder/AA/USEPA/US@EPA[]; im Snyder/AA/USEPA/US@EPA[]

Cc: [Ex. 7]@vw.com]; [Ex. 7]

[Ex. 7]@vw.com]

From: [Ex. 7]

Sent: Wed 11/23/2011 7:03:12 PM

Subject: RE: VW Group- EPA test re-processing

[Ex. 7]@vw.com

<http://www.epa.gov/nvfe/>

[Ex. 7]@vw.com

Hello Bob and Jim,

1) The active Certification request for test group CVWXV02.5259 will have to be denied by EPA. It can wait until Monday if need be.

Error: There cannot be a pending certificate request for this Test Group (CR-2) and Evaporative/Refueling Family (CR-3) in the system. The certificate must either be issued or denied before a new certificate request with CR-0.5 (Process Code) equal to 'N' (New) can be submitted.

2) I've asked our Porsche contact to unlock their certificates you referenced below BPRXT03.0CHD and CPRXT03.0CHD. They use our VW Touareg Hybrid tests for their Cayenne Hybrid. We will let you know when that happens.

3) CBEXV06.0501 has now been unlocked.

Thanks for the help,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]

Sent: Wednesday, November 23, 2011 1:13 PM

To: **Ex. 7**

Cc: Snyder.Jim@epamail.epa.gov;

Ex. 7

Ex. 4 - CBI @csc.com

Subject: Re: VW Group- EPA test re-processing

Ex. 7

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked

I cant re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated

CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated

CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated

CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked

I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated

BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse

Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: http://www.epa.gov/nvfel/

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <Ex. 4 - CBI@csc.com> [Ex. 7]@vw.com>,
[Ex. 7]@vw.com>, [Ex. 7]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Robert Peavyhouse/OU=AA/O=USEPA/C=US
Sent: Wed 11/23/2011 7:16:06 PM
Subject: RE: VW Group- EPA test re-processing

[Ex. 7]@vw.com
<http://www.epa.gov/nvfel/>

[Ex. 7]@vw.com

Ex. 7

BBEX91000679 and BBEX91000680 have been re-submitted, accepted, and CREE is now calculated

Let me know when the other ones are unlocked, and I will re-submit them.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA, Jim Snyder/AA/USEPA/US@EPA
Cc: [Ex. 7]@vw.com>; [Ex. 7]@vw.com>
Date: 11/23/2011 02:03 PM
Subject: RE: VW Group- EPA test re-processing

Hello Bob and Jim,

- 1) The active Certification request for test group CVWXXV02.5259 will have to be denied by EPA. It can wait until Monday if need be.
Error: There cannot be a pending certificate request for this Test Group (CR-2) and Evaporative/Refueling Family (CR-3) in the system. The certificate must either be issued or denied before a new certificate request with CR-0.5 (Process Code) equal to 'N' (New) can be submitted.
- 2) I've asked our Porsche contact to unlock their certificates you referenced below BPRXT03.0CHD and CPRXT03.0CHD. They use our VW Touareg Hybrid tests for their Cayenne Hybrid. We will let you know when that happens.
- 3) CBEXV06.0501 has now been unlocked.

Thanks for the help,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]

Sent: Wednesday, November 23, 2011 1:13 PM

To: **Ex. 7**

Cc: Snyder.Jim@epamail.epa.gov; **Ex. 7**; **Ex. 4 - CBI** @csc.com

Subject: Re: VW Group- EPA test re-processing

Ex. 7

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated

CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated

CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated

CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked

I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated

BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [REDACTED] Ex. 7 [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 4 - CBI [REDACTED]@csc.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[REDACTED] Ex. 7 [REDACTED]

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 11/28/2011 6:48:55 PM
Subject: FW: VW Group- EPA test re-processing
william.rodgers@vw.com
<http://www.epa.gov/nvfel/>

Jim,

I have uploaded the re-revised Application and submitted a certification request for the test group CVWXV02.5259. You should now be able to process a certificate to include the Beetle Convertible carline.

Of interest is the newly calculated Opt-CREE does not appear in the Section 7 CSI after Bob Peavyhouse included it in the EPA tests mentioned below. Although not a show stopper for now, it would be a good reference to have for the future.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Monday, November 28, 2011 10:21 AM
To: Rodgers, William
Subject: RE: VW Group- EPA test re-processing

Bill,

Tests BVWX91000666 and BVWX91000667 now have CREE and Opt-CREE calculated.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

To: Sebastian.Berenz@vw.com[]
Cc: []
Bcc: []
From: CN=Lynn Sohacki/OU=AA/O=USEPA/C=US
Sent: Tue 11/29/2011 6:43:44 PM
Subject: Test data for in-use vehicle P185-0003
P185RXX-0003.pdf

Hi, Sebastian.

The data for the above vehicle is attached. Please give me a call if you have any questions.

Lynn Sohacki
Environmental Protection Agency
(734)214-4851
(734)214-4869 fax

Cert

NVFEL Laboratory Test Data						CVS	
Final Laboratory Test Results							
Test Number: 2012-0020-002				Vehicle ID: P185RXX-0003			
Test Date: 11/23/2011				MFR Name: AUDI			
Key Start / Hot Soak: 06:58:24 / 09:38				MFR Codes: 640 ADX			
Fuel Container ID: F00023				Config #: 00			
Fuel Type: 61 Tier 2 Cert Test Fuel				Transmission: AUTO			
Test Procedure: 21 Fed Fuel 2-day Exhaust (CAN LOAD)(ftp)				Shift Schedule: A09980005			
Calculation Method: Gasoline				Beginning Odometer: 056584.0 MI			
Pretest Remarks:				Drive Schedule: ftp3bag			
				Soak Period: 22.6 hours			
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Phase 1							
Sample	12.064	60.048	3.546	1.055	3.008		
Ambient	2.282	0.000	0.002	0.042	1.903		
Net Concentration	9.962	60.048	3.545	1.016	1.256	8.474	
Remarks:							
Phase 2							
Sample	2.563	6.602	0.265	0.656	1.859		
Ambient	2.313	0.000	0.001	0.042	1.898		
Net Concentration	0.363	6.602	0.264	0.617	0.054	0.299	
Remarks:							
Phase 3							
Sample	3.400	25.622	1.051	0.852	2.305		
Ambient	2.350	0.000	0.002	0.042	1.896		
Net Concentration	1.200	25.622	1.049	0.812	0.530	0.572	
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.125	1.527	0.134	406.0	0.018	0.107	21.831
Phase 2	0.007	0.267	0.016	391.5	0.001	0.006	22.772
Phase 3	0.015	0.652	0.040	324.6	0.008	0.007	27.409
Weighted	0.03394	0.63400	0.04681	376.101	0.00657	0.02721	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	21.78	Dyno #: D329 - AWD					
Phase 2	22.72	Inertia: 4000					
Phase 3	27.35	EPA Set Co A: -4.13					
		EPA Set Co B: -0.1044					
		EPA Set Co C: 0.02198					
Weighted	23.61	Emiss-Bench: Mexa 7200sle					

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2012-0020-002

Vehicle ID: P185RXX-0003

Results




	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.449	5.468	0.479	1453.8	0.066	0.382	1.185
Phase 2	0.028	1.025	0.061	1504.8	0.005	0.023	
Phase 3	0.054	2.337	0.142	1164.0	0.028	0.026	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.06	29.07	29.08	
Avg Cell Temp (degF)	75.29	75.29	75.30	
Dew Point (degF)	48.48	48.47	48.65	
Specific Humidity (grains/lbm)	52.07	52.03	52.37	
NOx Corr Factor	0.9027	0.9026	0.9039	
CO2 Dilution Factor	12.618	20.384	15.676	
CFV Vmix (scf @68F)	2761.73	4710.60	2766.18	
CVS Flow Rate Avg (scfm)	326.77	325.02	327.49	
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	507.10	869.60	506.80	
Distance (miles)	3.581	3.844	3.586	
Bag Analysis Time (secs)	879.1	1101.6	160.6	

cert

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results							
Test Number: 2012-0020-003			Vehicle ID: P185RXX-0003				
	Test Date: 11/23/2011		MFR Name: AUDI				
	Key Start: 08:33:52		MFR Codes: 640 ADX				
	Fuel Container ID: F00023		Config #: 00				
	Fuel Type: 61 Tier 2 Cert Test Fuel		Transmission: AUTO				
	Test Procedure: 03 HWFET (hwfelprep_hwfet)		Shift Schedule: A09980011				
	Calculation Method: Gasoline		Beginning Odometer: 056595.0 MI				
Pretest Remarks:			Drive Schedule: hwfet_hwfet				
<hr/>							
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	3.601	32.548	1.060	1.153	2.233		
Ambient	2.445	0.000	0.003	0.043	1.907		
Net Concentration	1.367	32.548	1.057	1.114	0.490	0.786	
Remarks:							
Phase 2							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
<hr/>							
Results	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.009	0.435	0.021	233.7	0.004	0.005	38.067
<hr/>							
Fuel Economy	<u>Gasoline MPG</u>			<u>Dyno Settings</u>		<u>Dyno #:</u> D329 - AWD	
Phase 1	37.98					Inertia: 4000	
						EPA Set Co A: -4.13	
						EPA Set Co B: -0.1044	
						EPA Set Co C: 0.02198	
						Emiss-Bench: Mexa 7200sls	
<div style="display: flex; justify-content: space-between; font-size: small;"> v101208 - d329 EPAVDAEm111123074719 Page 1 of 2 Print Time 23-Nov-2011 13:29 </div>							

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results

Test Number: 2012-0020-003

Vehicle ID: P185RXX-0003

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.092	4.443	0.213	2389.1	0.038	0.053	1.185

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.12			
Avg Cell Temp (degF)	75.11			
Dew Point (degF)	48.15			
Specific Humidity (grains/lbm)	51.32			
NOx Corr Factor	0.8999			
CO2 Dilution Factor	11.587			
CFV Vmix (scf @68F)	4140.62			
CVS Flow Rate Avg (scfm)	324.71			
Fan Placement:	One Fan - Up - Front			
Phase Time (secs)	765.10			
Distance (miles)	10.221			
Bag Analysis Time (secs)	144.8			

To: "Rodgers, William" [William.Rodgers@vw.com]; arcos.marques@audi.com[]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 11/29/2011 8:50:52 PM
Subject: Audi testing Wednesday

Marcos, I left you a voice but in case you don't get it. I talked to Manish the test operator, and they are testing the Audi first thing in the morning. He recommends getting here before 8:00. Tell the guard you are here for Vince Mazaitis . He gets in early.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 12/1/2011 2:00:09 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Thur 12/1/2011 2:07:58 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
[CHUB-Q5A 11-30-2011.pdf](#)
william.rodgers@vw.com

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI


United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

Cert

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0324-012				Vehicle ID: CHUB-Q5A			
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 45%;"> Test Information Test Date: 11/30/2011 Key Start / Hot Soak: 08:27:04 / 09:36 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 40%;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980005 Beginning Odometer: 004930.0 MI Drive Schedule: ftp4bag Soak Period: 18.7 hours </div> </div>							
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	6.402	29.015	2.000	1.033	2.583		
Ambient	2.408	0.000	0.004	0.043	1.925		
Net Concentration	4.181	29.015	1.996	0.994	0.807	3.225	
Remarks:							
Phase 2							
Sample	2.432	8.765	0.452	0.536	1.877		
Ambient	2.401	0.000	0.003	0.042	1.924		
Net Concentration	0.128	8.765	0.449	0.496	0.030	0.092	
Remarks:							
Phase 3							
Sample	2.565	11.363	0.525	0.830	1.909		
Ambient	2.359	0.000	0.003	0.042	1.921		
Net Concentration	0.353	11.363	0.522	0.790	0.107	0.226	
Remarks:							
Phase 4							
Sample	2.411	15.231	0.563	0.521	1.884		
Ambient	2.371	0.000	0.006	0.042	1.917		
Net Concentration	0.133	15.231	0.558	0.481	0.042	0.083	
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC / NMOG</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.052	0.729	0.074	392.7	0.012	0.040 / 0.042	22.653
Phase 2	0.003	0.351	0.027	312.1	0.001	0.002 / 0.002	28.544
Phase 3	0.004	0.287	0.020	314.1	0.002	0.003 / 0.003	28.377
Phase 4	0.003	0.609	0.033	302.4	0.001	0.002 / 0.002	29.419
Weighted	0.01335	0.48831	0.03655	326.503	0.00327	(NMOG=1.04xNMHC) 0.0100 / 0.0104	
Fuel Economy							
	<u>Gasoline MPG</u>			<u>Dyno Settings</u>		<u>Dyno #:</u> D329 - AWD	
Phase 1	22.60					Inertia: 4750	
Phase 2	28.48					EPA Set Co A: -9.61	
Phase 3	28.31					EPA Set Co B: -0.164	
Phase 4	29.35	<u>1% SOC Limit</u>	<u>Act SOC A-hr</u>	<u>Sys Nom Volts</u>	<u>Charge State</u>	EPA Set Co C: 0.02573	
		0.6968	-0.136	264.0	Pass		
Weighted	27.16					Emiss-Bench: Mexa 7200sle	

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-012

Vehicle ID: CHUB-Q5A

Results	HC-FID	CO	NOx	CO2	CH4	NMHC	Meth Response
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.187	2.620	0.267	1410.4	0.042	0.144	1.185
Phase 2	0.010	1.353	0.103	1203.2	0.003	0.007	
Phase 3	0.016	1.031	0.070	1126.9	0.006	0.010	
Phase 4	0.010	2.352	0.128	1167.6	0.004	0.006	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.88	28.89	28.90	28.91
Avg Cell Temp (degF)	75.32	75.35	75.20	75.64
Dew Point (degF)	48.49	48.23	48.36	48.40
Specific Humidity (grains/lbm)	52.40	51.88	52.13	52.20
NOx Corr Factor	0.9040	0.9020	0.9029	0.9032
CO2 Dilution Factor	12.924	24.943	16.126	25.61
CFV Vmix (scf @68F)	2738.67	4683.76	2752.66	4683.05
CVS Flow Rate Avg (scfm)	324.04	321.17	325.63	323.08
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	507.10	870.00	507.20	869.70
Distance (miles)	3.592	3.855	3.588	3.861
Bag Analysis Time (secs)	143.8	148.7	143.8	154.8

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0163	0.51	0.03	306	0	0.0136

Odometer
4448 M

MPG
29


MPG is 6.76 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

Cert

NVFEL Laboratory Test Data							CVS																																																						
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data																																																													
Test Number: 2011-0324-013			Vehicle ID: CHUB-Q5A																																																										
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 45%;"> Test Information Test Date: 11/30/2011 Key Start: 09:54:55 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 03 HWFET (hwfetprep_hwfet) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 40%;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980011 Beginning Odometer: 004945.0 MI Drive Schedule: hwfet_hwfet </div> </div>																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Bag Data</th> <th style="text-align: center;">HC-FID</th> <th style="text-align: center;">CO</th> <th style="text-align: center;">NOx</th> <th style="text-align: center;">CO2</th> <th style="text-align: center;">CH4</th> <th style="text-align: center;">NonMeth HC</th> </tr> <tr> <th style="text-align: left;">Phase 1</th> <th style="text-align: center;">(ppmC)</th> <th style="text-align: center;">(ppm)</th> <th style="text-align: center;">(ppm)</th> <th style="text-align: center;">(%)</th> <th style="text-align: center;">(ppm)</th> <th style="text-align: center;">(ppmC)</th> </tr> </thead> <tbody> <tr> <td>Sample</td> <td style="text-align: center;">3.255</td> <td style="text-align: center;">26.889</td> <td style="text-align: center;">0.323</td> <td style="text-align: center;">1.239</td> <td style="text-align: center;">2.150</td> <td></td> </tr> <tr> <td>Ambient</td> <td style="text-align: center;">2.354</td> <td style="text-align: center;">0.000</td> <td style="text-align: center;">0.003</td> <td style="text-align: center;">0.043</td> <td style="text-align: center;">1.919</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td style="text-align: center;">1.119</td> <td style="text-align: center;">26.889</td> <td style="text-align: center;">0.320</td> <td style="text-align: center;">1.200</td> <td style="text-align: center;">0.408</td> <td style="text-align: center;">0.635</td> </tr> </tbody> </table>							Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC	Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	Sample	3.255	26.889	0.323	1.239	2.150		Ambient	2.354	0.000	0.003	0.043	1.919		Net Concentration	1.119	26.889	0.320	1.200	0.408	0.635																				
Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC																																																							
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)																																																							
Sample	3.255	26.889	0.323	1.239	2.150																																																								
Ambient	2.354	0.000	0.003	0.043	1.919																																																								
Net Concentration	1.119	26.889	0.320	1.200	0.408	0.635																																																							
Remarks:																																																													
Phase 2 Sample Ambient Net Concentration																																																													
Remarks:																																																													
Phase 3 Sample Ambient Net Concentration																																																													
Remarks:																																																													
Phase 4 Sample Ambient Net Concentration																																																													
Remarks:																																																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Results</th> <th style="text-align: center;">HC-FID</th> <th style="text-align: center;">CO</th> <th style="text-align: center;">NOx</th> <th style="text-align: center;">CO2</th> <th style="text-align: center;">CH4</th> <th style="text-align: center;">NMHC / NMOG</th> <th style="text-align: center;">Vol MPG</th> </tr> <tr> <th></th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(gpm)</th> <th style="text-align: center;">(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td style="text-align: center;">0.007</td> <td style="text-align: center;">0.356</td> <td style="text-align: center;">0.006</td> <td style="text-align: center;">249.9</td> <td style="text-align: center;">0.003</td> <td style="text-align: center;">0.004 / 0.004</td> <td style="text-align: center;">35.625</td> </tr> </tbody> </table> <p style="text-align: right;">(NMOG=1.04xNMHC)</p>							Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG		(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	Phase 1	0.007	0.356	0.006	249.9	0.003	0.004 / 0.004	35.625																															
Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG																																																						
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)																																																						
Phase 1	0.007	0.356	0.006	249.9	0.003	0.004 / 0.004	35.625																																																						
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fuel Economy</th> <th style="text-align: center;">Gasoline MPG</th> <th colspan="2" style="text-align: left;">Dyno Settings</th> <th style="text-align: left;">Dyno #:</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td style="text-align: center;">35.54</td> <td colspan="2"></td> <td>D329 - AWD</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> <td>Inertia: 4750</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> <td>EPA Set Co A: -9.61</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> <td>EPA Set Co B: -0.164</td> </tr> <tr> <td></td> <td></td> <td colspan="2"></td> <td>EPA Set Co C: 0.02573</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">1% SOC Limit</td> <td style="text-align: center;">Act SOC A-hr</td> <td style="text-align: center;">Sys Nom Volts</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">0.3661</td> <td style="text-align: center;">0.0346</td> <td style="text-align: center;">264.0</td> </tr> <tr> <td></td> <td></td> <td colspan="2" style="text-align: center;">Charge State</td> <td></td> </tr> <tr> <td></td> <td></td> <td colspan="2" style="text-align: center;">Pass</td> <td></td> </tr> <tr> <td></td> <td></td> <td colspan="3" style="text-align: right;">Emiss-Bench: Mexa 7200sle</td> </tr> </tbody> </table>							Fuel Economy	Gasoline MPG	Dyno Settings		Dyno #:	Phase 1	35.54			D329 - AWD					Inertia: 4750					EPA Set Co A: -9.61					EPA Set Co B: -0.164					EPA Set Co C: 0.02573			1% SOC Limit	Act SOC A-hr	Sys Nom Volts			0.3661	0.0346	264.0			Charge State					Pass					Emiss-Bench: Mexa 7200sle		
Fuel Economy	Gasoline MPG	Dyno Settings		Dyno #:																																																									
Phase 1	35.54			D329 - AWD																																																									
				Inertia: 4750																																																									
				EPA Set Co A: -9.61																																																									
				EPA Set Co B: -0.164																																																									
				EPA Set Co C: 0.02573																																																									
		1% SOC Limit	Act SOC A-hr	Sys Nom Volts																																																									
		0.3661	0.0346	264.0																																																									
		Charge State																																																											
		Pass																																																											
		Emiss-Bench: Mexa 7200sle																																																											
<div style="display: flex; justify-content: space-between;"> v101208 - d329 EPAVDAEm111130093118 Page 1 of 2 Print Time 30-Nov-2011 16:30 </div>																																																													

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-013

Vehicle ID: CHUB-Q5A

Results



	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC</u>	<u>Meth Response</u>
	(grams)	(grams)	(grams)	(grams)	(grams)	(grams)	
Phase 1	0.075	3.648	0.064	2558.9	0.032	0.043	1.185

Test Conditions

	<u>Phase 1</u>	<u>Phase 2</u>	<u>Phase 3</u>	<u>Phase 4</u>
Barometer (inHg)	28.92			
Avg Cell Temp (degF)	75.36			
Dew Point (degF)	48.37			
Specific Humidity (grains/lbm)	52.10			
NOx Corr Factor	0.9028			
CO2 Dilution Factor	10.790			
CFV Vmix (scf @68F)	4115.19			

CVS Flow Rate Avg (scfm) 322.72

Fan Placement: One Fan - Up - Front

Phase Time (secs)	765.10
Distance (miles)	10.238
Bag Analysis Time (secs)	144.8

MFR Test Results

for Procedure 3 HWFE

<u>MFR Number</u>	<u>HC</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>NMOG</u>	<u>NonMeth HC</u>
1E+07	0.0125	0.25	0.005	223	0	0.0095

Odometer
4301 M

MPG
39.8


MPG is 11.98 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

cert

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Information			Vehicle ID: CHUB-Q5A				
 Test Date: 11/30/2011 Key Start: 10:38:12 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 89 US06 Calculation Method: Gasoline Pretest Remarks:			MFR Name: AUDI MFR Codes: 640 ADX Config #: 00 Transmission: S Shift Schedule: A09980041 Beginning Odometer: 005965.0 MI Drive Schedule: us06warmup_2bagus06				
Bag Data							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NonMeth HC</u>	
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Sample	3.327	99.050	1.166	0.931	2.095		
Ambient	2.319	0.000	0.014	0.043	1.899		
Net Concentration	1.172	99.050	1.153	0.891	0.329	0.782	
Remarks:							
Phase 2							
Sample	2.751	29.157	1.115	1.164	1.923		
Ambient	2.344	0.000	0.010	0.044	1.901		
Net Concentration	0.611	29.157	1.106	1.124	0.188	0.389	
Remarks:							
Phase 3							
Sample							
Ambient							
Net Concentration							
Remarks:							
Phase 4							
Sample							
Ambient							
Net Concentration							
Remarks:							
Results							
	<u>HC-FID</u>	<u>CO</u>	<u>NOx</u>	<u>CO2</u>	<u>CH4</u>	<u>NMHC / NMOG</u>	<u>Vol MPG</u>
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.023	3.996	0.069	565.0	0.008	0.016 / 0.016	15.621
Phase 2	0.005	0.515	0.029	312.3	0.002	0.003 / 0.004	28.506
Composite	0.00935	1.28686	0.03789	368.298	0.00316	(NMOG=1.04xNMHC) 0.0061 / 0.0064	
Fuel Economy							
	<u>Gasoline MPG</u>	<u>Dyno Settings</u>					
Phase 1	15.58	Dyno #: D329 - AWD					
Phase 2	28.44	Inertia: 4750					
		EPA Set Co A: -9.61					
		EPA Set Co B: -0.164					
		EPA Set Co C: 0.02573					
		<u>1% SOC Limit</u>	<u>Act SOC A-hr</u>	<u>Sys Nom Volts</u>	<u>Charge State</u>		
		0.4221	-0.0049	264.0	Pass		
Composite	24.06	Emiss-Bench: Mexa 7200sle					
v101208 - d329 EPAVDAEm111130101509							
Page 1 of 2							
Print Time 30-Nov-2011 16:30							

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-011

Vehicle ID: CHUB-Q5A

Results



	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
Phase 1	0.041	7.080	0.122	1001.0	0.013	0.028	1.185
Phase 2	0.033	3.206	0.181	1942.6	0.012	0.021	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	28.95	28.95		
Avg Cell Temp (degF)	75.01	74.80		
Dew Point (degF)	48.36	48.53		
Specific Humidity (grains/lbm)	52.04	52.38		
NOx Corr Factor	0.9026	0.9039		
CO2 Dilution Factor	14.232	11.478		
CFV Vmix (scf @68F)	2167.88	3334.67		

CVS Flow Rate Avg (scfm) 548.60 548.17

Fan Placement: US06 Only - One Large Fan - Up - Front

Phase Time (secs)	130.00	365.00	107.09
Distance (miles)	1.772	6.221	
Bag Analysis Time (secs)	149.8	401.8	

MFR Test Results

for Procedure 90 US06

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0139	0.63	0.015	322	0	0.0097

Odometer
4321 M

MPG
27.5

MPG is 14.28 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Arvon Mitcham/AA/USEPA/US@EPA; [Ex. 7]@vw.com];
[Ex. 7]@vw.com]; [Ex. 7]@vw.com];
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/1/2011 2:43:42 PM
Subject: Durability Procedure Carryover

Hello Jim:

Just a note to inform you that Volkswagen submitted to VERIFY a request for carryover of previously-approved durability procedures for the 2013 model year.

Best regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com; ([Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Thur 12/1/2011 3:02:34 PM
Subject: VW Group: 2011 Common Section RFA
[Ex. 7]@vw.com

Hello Jim,

We have uploaded to Verify a request for a deadline extension related to the submittal of 2011 model year Common Sections. Please let me know if you have any questions.

Thanks,

[Ex. 7]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

[Ex. 7]

[Ex. 7]@vw.com

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Fri 12/2/2011 3:28:17 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Vince,

Audi has requested retests for the FTP and HWY cycles as allowed by regulation. Please make the necessary arrangements to put this vehicle CHUB-Q5A back on the testing schedule.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, December 01, 2011 9:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Test Data

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 12/2/2011 3:32:09 PM
Subject: RE: CHUB-Q5A Laboratory Test Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Bill,

Thanks for the note. I'll request the retests.

Have a great weekend!

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/02/2011 10:28 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Audi has requested retests for the FTP and HWY cycles as allowed by regulation. Please make the necessary arrangements to put this vehicle CHUB-Q5A back on the testing schedule.

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Thursday, December 01, 2011 9:08 AM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Test Data

Good morning Bill,

Please find enclosed the Laboratory Test Data for the Subject vehicle. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/01/2011 09:00 AM
Subject: RE: CHUB-Q5A Laboratory Test Data

Hello Vince,

Can you please email me scans of the lab results from yesterday's Audi Q5 Hybrid retests.

If they were already faxed, its possible they went to my telephone number because I have been receiving calls from a fax machine this morning.

Thanks,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: "Hennard, Mike" [mike.hennard@vw.com]
Cc: []
Bcc: []
From: CN=Joel Ball/OU=AA/O=USEPA/C=US
Sent: Fri 12/2/2011 3:35:31 PM
Subject: location of EDIRs

Hi Mike,

The EDIRs are posted on <http://www.regulations.gov>. The best way I found to locate them is to type EDIR into the keyword search bar (which will only pull up some of them) then click on the Open Docket Folder link on any one of them and that should take you to the "Light-Duty Vehicle Emission Defect Information Reports" folder.

Good luck

Joel Ball
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4238
ball.joel@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com
From: [Ex. 7]
Sent: Tue 12/6/2011 1:03:01 PM
Subject: VW GHG Pre Model Report
@vw.com
<http://www.volkswagengroupamerica.com/>

Jim

This note is intended to make you aware of that the 2013 GHG Pre Model year report has been submitted via the Verify system. The filename is:

CBI_DVWXV_COMMON_CR1_CAR.PDF

[Ex. 7] will follow-up to discuss. Thanks!!!

Regards,

[Ex. 7]

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
2930 Technology Drive

Rochester Hills Michigan 48309

United States of America

[Ex. 7]

E: [Ex. 7]@vw.com

<http://www.volkswagengroupamerica.com/>

Confidentiality Notice: This message (including any attachments) is intended exclusively for the individual or entity to which it is addressed. If you are not the named addressee, you are not authorized to read, print, retain, copy or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by e-mail and delete all copies of the message.

To: [Ex. 7]@vw.com]; im Snyder/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Tue 12/6/2011 2:21:39 PM
Subject: RE: VW GHG Pre Model Report
@vw.com
<http://www.volkswagengroupamerica.com/>

[Ex. 7]

I called Jim Snyder and left a message reminding him that we sent the GHG report and a request for alternate durability procedure carryover. I also said that we would like to meet. Finally, I asked if it is okay to begin submitting 2013 documents. On the last point, I ask Jim to call [Ex. 7]

Regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

Ex. 7

E-Mail: [Ex. 7]@vw.com

From: [Ex. 7]
Sent: Tuesday, December 06, 2011 8:03 AM
To: snyder.jim@epa.gov
Cc: [Ex. 7]
Subject: VW GHG Pre Model Report

Jim

This note is intended to make you aware of that the 2013 GHG Pre Model year report has been submitted via the Verify system. The filename is:

CBI_DVWXV_COMMON_CR1_CAR.PDF

Ex. 7 will follow-up to discuss. Thanks!!!

Regards,

Ex. 7

Certification Specialist

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office (EEO)
2930 Technology Drive

Rochester Hills Michigan 48309

United States of America

Ex. 7

E: **Ex. 7**@vw.com

<http://www.volkswagengroupamerica.com/>

Confidentiality Notice: This message (including any attachments) is intended exclusively for the individual or entity to which it is addressed. If you are not the named addressee, you are not authorized to read, print, retain, copy or disseminate this message or any part of it. If you have received this message in error, please notify the sender immediately by e-mail and delete all copies of the message.

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Vincent Mazaitis/AA/USEPA/US@EPA;"Marques, Marcos"
[Marcos.Marques@audi.com]; Marques, Marcos" [Marcos.Marques@audi.com]
From: "Rodgers, William"
Sent: Tue 12/6/2011 4:05:12 PM
Subject: VW Group - Audi Q5 Hybrid FTP HWY retest
william.rodgers@vw.com

Hello Jim,

Our resident Audi engineer, Marcos Margues, will arrive at 7am Thursday to witness the start of the test.
Please let us know if the start time changes from the expected early morning hours.

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: ADX

Vehicle ID: CHUB-Q5A

Vehicle Configuration: 0

The test date is 12/08/2011.

The Verify submission this message relates to has the following values:

Vehicle ID: CHUB-Q5A

Vehicle Configuration #: 0

Test Group Name: CADXT02.0HUB

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]

Cc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Tue 12/6/2011 4:32:45 PM

Subject: VW Pre-Cert mtg

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; eonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]

Cc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Tue 12/6/2011 4:32:45 PM

Subject: VW Pre-Cert mtg

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]

Cc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Tue 12/6/2011 4:32:45 PM

Subject: VW Pre-Cert mtg

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA;"Marques, Marcos" [Marcos.Marques@audi.com]; Marques, Marcos" [Marcos.Marques@audi.com]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Wed 12/7/2011 6:44:27 PM
Subject: Re: VW Group - Audi Q5 Hybrid FTP HWY retest
william.rodgers@vw.com

Hello Bill,

I spoke with the lab and we will not test this vehicle until later in the morning. Please have Marcos here around 10:00 a.m. If you have any questions or concerns, please contact me.

Thanks Bill,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Vincent Mazaitis/AA/USEPA/US@EPA, "Marques, Marcos" <Marcos.Marques@audi.com>
Date: 12/06/2011 11:05 AM
Subject: VW Group - Audi Q5 Hybrid FTP HWY retest

Hello Jim,

Our resident Audi engineer, Marcos Margues, will arrive at 7am Thursday to witness the start of the test. Please let us know if the start time changes from the expected early morning hours.

Confirmatory Test Date has been set for the following vehicle :

Manufacturer: ADX

Vehicle ID: CHUB-Q5A

Vehicle Configuration: 0

The test date is 12/08/2011.

The Verify submission this message relates to has the following values:

Vehicle ID: CHUB-Q5A

Vehicle Configuration #: 0

Test Group Name: CADXT02.0HUB

Regards,

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Wed 12/7/2011 10:56:19 PM
Subject: Fw: VW Group- EPA test re-processing
[Ex. 7]
(embedded image)

[Ex. 7] we have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when [Ex. 7] reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <vcoleman2@csc.com>, [REDACTED] Ex. 7 @vw.com>, "Giles, Michael" <michael.giles@vw.com>, [REDACTED] Ex. 7 @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello [REDACTED] Ex. 7

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,



Ex. 7

MFR_NM	MFR_CD	Modified Verify TEST_NUMBER	Applicable Testgroup Needing Reprocessing
Audi	ADX	CADX91000951	CAD XV02.53UK
Audi	ADX	CADX91000966	CAD XT03.03UG
Audi	ADX	CADX91000967	CAD XT03.03UG
Audi	ADX	CADX91000988	CAD XV02.53UK
Bentley Motors Ltd.	BEX	BBEX91000679	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000679	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000758	CBEXV06.84LA
Bentley Motors Ltd.	BEX	BBEX91000783	CBEXV06.84LA
Volkswagen	VWX	BVWX91000820	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	DPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	DPRXT03.0CHD
Volkswagen	VWX	CVWX91000960	CVWXV02.0U4S
Volkswagen	VWX	CVWX91000985	CVWXV02.0U4S

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]
[Ex. 7 @vw.com]; [Ex. 7 @vw.com]; [Ex. 7]
[Ex. 7 @vw.com]
From: [Ex. 7]
Sent: Thur 12/8/2011 12:42:46 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7 @vw.com]
www.epa.gov/greenvehicles
[Ex. 7 @vw.com]
[image001.gif](#)

Hello Jim,

This should not be a problem. I forwarded the message to the responsible Porsche certification engineer, Ross Gatzke, to get their file reprocessing done.

Regards,

Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

[Ex. 7 @vw.com]

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, December 07, 2011 5:56 PM

To: **Ex. 7**
Subject: Fw: VW Group- EPA test re-processing

Ex. 7 We have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does **not** automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: **Ex. 7** @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <**Ex. 4 - CBI** @csc.com>, **Ex. 7** @vw.com>, **Ex. 7** @vw.com> **Ex. 7** @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966

CADX91000967

CADX91000988

CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7

@vw.com

MFR_NM	MFR_CD	Modified Verify TEST_NUMBER	Applicable Testgroup Needing Reprocessing
Audi	ADX	CADX91000951	CAD XV02.53UK
Audi	ADX	CADX91000966	CAD XT03.03UG
Audi	ADX	CADX91000967	CAD XT03.03UG
Audi	ADX	CADX91000988	CAD XV02.53UK
Bentley Motors Ltd.	BEX	BBEX91000679	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000679	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000758	CBEXV06.84LA
Bentley Motors Ltd.	BEX	BBEX91000783	CBEXV06.84LA
Volkswagen	VWX	BVWX91000820	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	DPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	DPRXT03.0CHD
Volkswagen	VWX	CVWX91000960	CVWXV02.0U4S
Volkswagen	VWX	CVWX91000985	CVWXV02.0U4S

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Thur 12/8/2011 1:36:43 PM
Subject: Bugatti
[Bugatti-veyron.pps](#)
william.rodgers@vw.com

Hi Jim,

I ran across this PowerPoint from when the Bugatti Veyron was introduced a few years ago. Thought you might like it.

Bill Rodgers

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 2:25:56 PM
Subject: Fw: VW Group- EPA test re-processing

[Ex. 7]
(embedded image)
(embedded image)

[Ex. 7] Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US

To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <vcoleman2@csc.com>, [REDACTED] Ex. 7 @vw.com>, "Giles, Michael" <michael.giles@vw.com>, [REDACTED] Ex. 7 @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello [REDACTED] Ex. 7

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

Ex. 7

MFR_CD	VERIFY_TEST_NUM	TEST SUBMIT DT	TG SUBMIT DT	TESTGROUP_TO_REPROCESS
ADX	CADX91000951	11/28/2011 8:52:31	7/8/2011	CAD XV02.53UK
ADX	CADX91000966	11/28/2011 8:54:19	7/7/2011	CAD XT03.03UG
ADX	CADX91000967	11/28/2011 8:51:05	7/7/2011	CAD XT03.03UG
ADX	CADX91000988	11/28/2011 8:49:54	7/8/2011	CAD XV02.53UK
BEX	BBEX91000679	11/23/2011 14:33:13	9/7/2011	CBEXV06.0501
BEX	BBEX91000679	11/23/2011 14:33:13	11/30/2010	BBEXV06.0501
BEX	BBEX91000680	11/23/2011 14:34:26	11/30/2010	BBEXV06.0501
BEX	BBEX91000680	11/23/2011 14:34:26	9/7/2011	CBEXV06.0501
BEX	BBEX91000758	11/23/2011 14:40:19	8/30/2011	CBEXV06.84LA
BEX	BBEX91000783	11/23/2011 14:41:29	8/30/2011	CBEXV06.84LA
VWX	BVWX91000666	11/28/2011 10:17:41	11/28/2011	CVWXV02.5259
VWX	BVWX91000667	11/28/2011 10:18:52	11/28/2011	CVWXV02.5259
VWX	BVWX91000820	11/28/2011 8:40:21	5/26/2011	CPRXT03.0CHD
VWX	BVWX91000820	11/28/2011 8:40:21	10/31/2011	BVWXT03.0HEV
VWX	BVWX91000820	11/28/2011 8:40:21	7/7/2011	CVWXT03.0HEV
VWX	BVWX91000820	11/28/2011 8:40:21	1/6/2011	BPRXT03.0CHD
VWX	BVWX91000820	11/28/2011 8:40:21	9/27/2011	DPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	9/27/2011	DPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	5/26/2011	CPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	10/31/2011	BVWXT03.0HEV
VWX	BVWX91000842	11/28/2011 8:39:10	7/7/2011	CVWXT03.0HEV
VWX	BVWX91000842	11/28/2011 8:39:10	1/6/2011	BPRXT03.0CHD
VWX	CVWX91000960	11/28/2011 8:45:31	7/7/2011	CVWXV02.0U4S
VWX	CVWX91000985	11/28/2011 8:44:19	7/7/2011	CVWXV02.0U4S

MFR_NM	MFR_CD	Modified Verify TEST_NUMBER	Applicable Testgroup Needing Reprocessing
Audi	ADX	CADX91000951	CAD XV02.53UK
Audi	ADX	CADX91000966	CAD XT03.03UG
Audi	ADX	CADX91000967	CAD XT03.03UG
Audi	ADX	CADX91000988	CAD XV02.53UK
Bentley Motors Ltd.	BEX	BBEX91000679	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000679	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	BBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000680	CBEXV06.0501
Bentley Motors Ltd.	BEX	BBEX91000758	CBEXV06.84LA
Bentley Motors Ltd.	BEX	BBEX91000783	CBEXV06.84LA
Volkswagen	VWX	BVWX91000820	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000820	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000820	DPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	BVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	CPRXT03.0CHD
Volkswagen	VWX	BVWX91000842	CVWXT03.0HEV
Volkswagen	VWX	BVWX91000842	DPRXT03.0CHD
Volkswagen	VWX	CVWX91000960	CVWXV02.0U4S
Volkswagen	VWX	CVWX91000985	CVWXV02.0U4S

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA[] **Ex. 7**
Ex. 7 @vw.com]; **Ex. 7** @vw.com]
From: **Ex. 7**
Sent: Thur 12/8/2011 2:41:55 PM
Subject: RE: VW Group- EPA test re-processing
Ex. 7 @vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
Ex. 7 @vw.com
[image001.gif](#)
[image002.gif](#)

Jim,

This was already done, so perhaps there is another issue here.

CVWXV02.5259 is the test group that started this issue because we needed to add a model and couldn't process a test group input without the LOD data present. The test group input was successfully reprocessed on Nov 28th after Bob made his changes to the tests. I will hold off reprocessing anything until we hear back on this.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 08, 2011 9:26 AM
To: [REDACTED] Ex. 7
Subject: Fw: VW Group- EPA test re-processing

[REDACTED] Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA

Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <[REDACTED] Ex. 4 - CBI [REDACTED]@csc.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[REDACTED] Ex. 7 [REDACTED]

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

MFR_CD	VERIFY_TEST_NUM	TEST SUBMIT DT	TG SUBMIT DT	TESTGROUP_TO_REPROCESS
ADX	CADX91000951	11/28/2011 8:52:31	7/8/2011	CAD XV02.53UK
ADX	CADX91000966	11/28/2011 8:54:19	7/7/2011	CAD XT03.03UG
ADX	CADX91000967	11/28/2011 8:51:05	7/7/2011	CAD XT03.03UG
ADX	CADX91000988	11/28/2011 8:49:54	7/8/2011	CAD XV02.53UK
BEX	BBEX91000679	11/23/2011 14:33:13	9/7/2011	CBEXV06.0501
BEX	BBEX91000679	11/23/2011 14:33:13	11/30/2010	BBEXV06.0501
BEX	BBEX91000680	11/23/2011 14:34:26	11/30/2010	BBEXV06.0501
BEX	BBEX91000680	11/23/2011 14:34:26	9/7/2011	CBEXV06.0501
BEX	BBEX91000758	11/23/2011 14:40:19	8/30/2011	CBEXV06.84LA
BEX	BBEX91000783	11/23/2011 14:41:29	8/30/2011	CBEXV06.84LA
VWX	BVWX91000666	11/28/2011 10:17:41	11/28/2011	CVWXV02.5259
VWX	BVWX91000667	11/28/2011 10:18:52	11/28/2011	CVWXV02.5259
VWX	BVWX91000820	11/28/2011 8:40:21	5/26/2011	CPRXT03.0CHD
VWX	BVWX91000820	11/28/2011 8:40:21	10/31/2011	BVWXT03.0HEV
VWX	BVWX91000820	11/28/2011 8:40:21	7/7/2011	CVWXT03.0HEV
VWX	BVWX91000820	11/28/2011 8:40:21	1/6/2011	BPRXT03.0CHD
VWX	BVWX91000820	11/28/2011 8:40:21	9/27/2011	DPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	9/27/2011	DPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	5/26/2011	CPRXT03.0CHD
VWX	BVWX91000842	11/28/2011 8:39:10	10/31/2011	BVWXT03.0HEV
VWX	BVWX91000842	11/28/2011 8:39:10	7/7/2011	CVWXT03.0HEV
VWX	BVWX91000842	11/28/2011 8:39:10	1/6/2011	BPRXT03.0CHD
VWX	CVWX91000960	11/28/2011 8:45:31	7/7/2011	CVWXV02.0U4S
VWX	CVWX91000985	11/28/2011 8:44:19	7/7/2011	CVWXV02.0U4S

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA[] **Ex. 7**
Ex. 7 @vw.com] **Ex. 7** @vw.com]
From: **Ex. 7**
Sent: Thur 12/8/2011 3:53:28 PM
Subject: RE: VW Group- EPA test re-processing
Ex. 7 @vw.com
Ex. 7 @vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
Ex. 7 @vw.com
[image001.gif](#)
[image002.gif](#)

FYI.

Porsche has now reprocessed their test group inputs from the list below.

Keep in mind that the Porsche test groups use the same tests as VW test groups BVWXT03.0HEV and CVWXT03.0HEV.

Regards,

Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: **Ex. 7**
Sent: Thursday, December 08, 2011 9:42 AM
To: 'Snyder.Jim@epamail.epa.gov'
Cc: 'danzeisen.karen@epa.gov'; **Ex. 7**
Subject: RE: VW Group- EPA test re-processing

Jim,

This was already done, so perhaps there is another issue here.

CVWXV02.5259 is the test group that started this issue because we needed to add a model and couldn't process a test group input without the LOD data present. The test group input was successfully reprocessed on Nov 28th after Bob made his changes to the tests. I will hold off reprocessing anything until we hear back on this.

Regards,

Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Thursday, December 08, 2011 9:26 AM
To: **Ex. 7**
Subject: Fw: VW Group- EPA test re-processing

Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM

Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <[REDACTED] Ex. 4 - CBI @csc.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

[REDACTED] Ex. 7

Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA, [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: CN=Karen Danzeisen/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 4:13:24 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
(embedded image)
(embedded image)

Great. It looks like the Porsche testgroups do now have cert levels and standards for those tests once again.

Thank you for passing the request along to Ross.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Karen Danzeisen/AA/USEPA/US@EPA, [Ex. 7]@vw.com>
Date: 12/08/2011 10:53 AM
Subject: RE: VW Group- EPA test re-processing

FYI.

Porsche has now reprocessed their test group inputs from the list below.

Keep in mind that the Porsche test groups use the same tests as VW test groups BVWXT03.0HEV and CVWXT03.0HEV.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI

United States

Ex. 7

Ex. 7@vw.com

From: **Ex. 7**

Sent: Thursday, December 08, 2011 9:42 AM

To: 'Snyder.Jim@epamail.epa.gov'

Cc: 'danzeisen.karen@epa.gov'; **Ex. 7**

Subject: RE: VW Group- EPA test re-processing

Jim,

This was already done, so perhaps there is another issue here.

CVWXV02.5259 is the test group that started this issue because we needed to add a model and couldn't process a test group input without the LOD data present. The test group input was successfully reprocessed on Nov 28th after Bob made his changes to the tests. I will hold off reprocessing anything until we hear back on this.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7@vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, December 08, 2011 9:26 AM

To: **Ex. 7**

Subject: Fw: VW Group- EPA test re-processing

Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US

To: Jim Snyder/AA/USEPA/US@EPA

Date: 12/07/2011 07:12 PM

Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does **not** automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding

tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 4 - CBI @csc.com>, [REDACTED] Ex. 7 @vw.com>,
[REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: [Ex. 7]@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA; [Ex. 7]
[Ex. 7]@vw.com]; [Ex. 7]@vw.com]
From: CN=Karen Danzeisen/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 5:25:38 PM
Subject: RE: VW Group- EPA test re-processing
[Ex. 7]@vw.com
www.epa.gov/greenvehicles
www.epa.gov/greenvehicles
[Ex. 7]@vw.com
(embedded image)
(embedded image)

Ex. 7

You're right. This one appears to be ok. I was selecting these testgroups based on the submission date of the test information being greater than the last submission date of the testgroup. As it turns out, I should have used 'greater or equal to' because the dates are not stored to the hour and minute -- only the month, day and year. Even so, when I looked at the most recent CSI Report on our Verify portal the cert levels and standards weren't there, but that may just indicate a problem with our portal because the cert levels do appear when I look directly into our database.

Sorry for the confusion on this one.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: [Ex. 7]
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7]@vw.com>
Date: 12/08/2011 09:42 AM
Subject: RE: VW Group- EPA test re-processing

Jim,

This was already done, so perhaps there is another issue here.

CVWXV02.5259 is the test group that started this issue because we needed to add a model and couldn't process a test group input without the LOD data present. The test group input was successfully reprocessed on Nov 28th after Bob made his changes to the tests. I will hold off reprocessing anything until we hear back on this.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]

Sent: Thursday, December 08, 2011 9:26 AM

To: **Ex. 7**

Subject: Fw: VW Group- EPA test re-processing

Ex. 7 Karen found another Test group to re-process.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/08/2011 09:24 AM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/07/2011 07:12 PM
Subject: Fw: VW Group- EPA test re-processing

Hi Jim,

Just after you left I checked over a new and improved query result that I came up with this afternoon and found that I left off testgroup CVWXV02.5259 from the original list (see attached) for tests BVWX91000666 and BVWX91000667. Here is the new list including that change. Everything else remains the same.

Ideally VW could reprocess by Monday so that I could begin processing a complete update for the Green Vehicle Guide. It would be helpful to know if that's possible. If they have all the XML files for these testgroups and the available time, then it should be possible.

Thanks,

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

----- Forwarded by Karen Danzeisen/AA/USEPA/US on 12/07/2011 07:01 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [REDACTED] Ex. 7 @vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 4 - CBI @csc.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>, [REDACTED] Ex. 7 @vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7@vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Thur 12/8/2011 11:13:42 PM
Subject: Re: Bugatti
william.rodgers@vw.com

Reminds me more of an aircraft than a car!

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Date: 12/08/2011 08:38 AM
Subject: Bugatti

Hi Jim,
I ran across this PowerPoint from when the Bugatti Veyron was introduced a few years ago. Thought you might like it.

Bill Rodgers
Emissions Certification Specialist

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

[attachment "Bugatti-veyron.pps" deleted by Jim Snyder/AA/USEPA/US]

To: [Ex. 7]@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Fri 12/9/2011 12:02:46 AM
Subject: Re: Durability Procedure Carryover

Hi [Ex. 7] I believe I mentioned in our last phone call that Arvon Mitcham has moved to a new position in the ASD division. Each Cert Rep is now responsible for approving any alternate durability procedures for their respective manufacturers. I read your letter requesting approval for 2013MY. It refers to a document describing the procedure from 2006. Since I'm starting on this rather fresh, I would like you to send me the relevant documents, or latest version of them, that describe the cycle and its correlation to the SRC aging.

Have you supplied us any data recently to support the accuracy of the process versus actual aging or the SRC, such as the in-use emissions data? I would like to see what you have. Let's talk about this and what you have before you start doing anything. I'm not necessarily expecting anything on this for Tuesday's meeting.

I know VW uses the SRC for Diesel test groups. I also know that some test groups (Lamborghini only?) use a Bench Cycle, Please clarify which groups use the VM_ADP and which the Bench Cycle.

I won't be in Friday but I will be available next week. Look forward to seeing you Tuesday.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: [Ex. 7]@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Arvon Mitcham/AA/USEPA/US@EPA, [Ex. 7]@vw.com>, [Ex. 7]
[Ex. 7]@vw.com>, "Giles, Michael" <michael.giles@vw.com>
Date: 12/01/2011 09:44 AM
Subject: Durability Procedure Carryover

Hello Jim:

Just a note to inform you that Volkswagen submitted to VERIFY a request for carryover of previously-approved durability procedures for the 2013 model year.

Best regards,

Ex. 7

Ex. 7

To: Jim Snyder/AA/USEPA/US@EPA;Robert Peavyhouse/AA/USEPA/US@EPA[]; obert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Karen Danzeisen/AA/USEPA/US@EPA; [Ex. 7] [Ex. 7 @vw.com]; [Ex. 7 @vw.com]
From: [Ex. 7]
Sent: Fri 12/9/2011 2:39:24 PM
Subject: VW Group- EPA test re-processing
[Ex. 7 @vw.com]
www.epa.gov/greenvehicles
[Ex. 7 @vw.com]
[image001.gif](#)

Hello Bob and Jim,

I am having trouble re-processing the test group xml for Bentley CBEXV06.0501. I believe you that EPA will need to re-process tests BBEX91000698 and BBEX91000699 so that CREE can be calculated.

I requested a verify report for the two above tests and there were no CREE tags.

The message I receive after my attempt is as follows:

Transaction Status Identifier : REJECTED

Transaction Message Text : LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BBEX91000699)

Transaction Message Text : LD-CERT-TG-BR189 - If the Model Year (TG-6) is greater than or equal to 2012 and if the Exhaust Test Number (TG-202.5) has a Test 5-Cycle Category (TI-45) of 'FTP75' or 'HWY', then that Exhaust Test Number (TG-202.5) must have a Rounded Adjusted CREE (TI-19.4) or Rounded Adjusted OPT-CREE (TI-19.8). The test number specified will need to be resubmitted to allow Verify to perform this calculation. (Test Number: BBEX91000698)

Please let me know if you can help on this.

Regards,

[Ex. 7]

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Ex. 7

From: **Ex. 7**

Sent: Thursday, December 08, 2011 7:43 AM

To: Snyder.Jim@epamail.epa.gov

Cc: danzeisen.karen@epa.gov; **Ex. 7**

Subject: RE: VW Group- EPA test re-processing

Hello Jim,

This should not be a problem. I forwarded the message to the responsible Porsche certification engineer, **Ex. 7** **Ex. 7** to get their file reprocessing done.

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

Rochester Hills, MI

United States

Ex. 7

Ex. 7 @vw.com

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Wednesday, December 07, 2011 5:56 PM
To: **Ex. 7**
Subject: Fw: VW Group- EPA test re-processing

Ex. 7 we have an issue with the test groups that Bob Peavyhouse re-submitted test data for. You need to re-process these test groups so that the data appears in the CSI. Read Karen's note for a better explanation.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov
----- Forwarded by Jim Snyder/AA/USEPA/US on 12/07/2011 05:46 PM -----

From: Karen Danzeisen/AA/USEPA/US
To: Jim Snyder/AA/USEPA/US@EPA
Cc: Robert Peavyhouse/AA/USEPA/US@EPA
Date: 12/06/2011 06:57 PM
Subject: Re: Fw: VW Group- EPA test re-processing

Hi Jim,

As we discussed earlier today, I recently discovered that when Bob reprocessed the EPA tests in order to get CREE calculations working we lost the cert levels and standards for each testgroup for which the test has been used. What we didn't realize was that when EPA staff performs a correction to an EPA test the Testgroup does *not* automatically get reprocessed as it does when a manufacturer submits a correction to their own tests. Therefore, we need to request VW to reprocess all the applicable testgroups shown in the chart next to the tests which we modified:

In total there are 11 unique testgroups that need reprocessing. If you were to look at a CSI Report for any of these testgroups right now you would see that the standards/cert levels section are blank for the tests corresponding tests. I'm pretty sure this is an exhaustive list for VW, but if there are any other times that you recall where LOD may have submitted a correction to a test after the most recent version of the testgroup, then there might be a similar problem with it.

Please note that the manufacturer will need to unlock the test in the Cert Request module before attempting to reprocess the Testgroups. Hopefully they have saved the most recent XML for each testgroup so that all they would need to do is change the process code from New to Correction (if necessary). Once they've reviewed the CSI reports after the testgroups have been reprocessed and confirmed that the tests once again have standards and cert levels they should go back to the Cert Request module and lock all the testgroups.

Let me know if you have any questions or would like me to work with the VW staff. Also, a couple of these tests are used for Porsche tests so I don't know if they are also processed by VW staff or if we need to contact Porsche as well.

Karen

Karen E. Danzeisen
Information Technology Specialist
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
(734)214-4444 danzeisen.karen@epa.gov

Check out EPA's Green Vehicle Guide at "www.epa.gov/greenvehicles"

From: Robert Peavyhouse/AA/USEPA/US
To: Karen Danzeisen/AA/USEPA/US@EPA
Date: 12/06/2011 01:09 PM
Subject: Fw: VW Group- EPA test re-processing

----- Forwarded by Robert Peavyhouse/AA/USEPA/US on 12/06/2011 01:08 PM -----

From: [Ex. 7]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <[Ex. 4 - CBI]@csc.com>, [Ex. 7]@vw.com>, [Ex. 7]@vw.com>, [Ex. 7]@vw.com>

Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Jim Snyder/OU=AA/O=USEPA/C=US@EPA[]
From: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US
Sent: Fri 12/9/2011 6:04:18 PM
Subject: Re: CHUB-Q5A Laboratory Data
william.rodgers@vw.com

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Vincent Mazaitis/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 12/12/2011 6:24:13 PM
Subject: RE: CHUB-Q5A Laboratory Data
william.rodgers@vw.com
william.rodgers@vw.com

Hello Vince,

I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]

Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: CN=Vincent Mazaitis/OU=AA/O=USEPA/C=US@EPA[]
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/12/2011 7:28:25 PM
Subject: RE: CHUB-Q5A Laboratory Data
[2012 Q5 HEV 3rd FTP Hwy.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/12/2011 01:24 PM
Subject: RE: CHUB-Q5A Laboratory Data

Hello Vince,
I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William

Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States


office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

Cet

NVFEL Laboratory Test Data							CVS
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data							
Test Number: 2011-0324-014				Vehicle ID: CHUB-Q5A			
<div style="display: flex; justify-content: space-between;"> <div>  </div> <div> Test Information Test Date: 12/8/2011 Key Start / Hot Soak: 10:18:39 / 09:40 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 21.04 Fed Fuel 2-day Exhaust (CAN LOAD) Calculation Method: Gasoline Prefest Remarks: </div> <div> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980005 Beginning Odometer: 004989.0 MI Drive Schedule: flp4bag Soak Period: 22.8 hours </div> <div> ADX </div> </div>							
Bag Data							
	HC-FID	CO	NOx	CO2	CH4	NonMeth HC	
	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	
Phase 1							
Sample	7.324	28.412	1.566	0.993	2.650		
Ambient	2.822	0.000	0.003	0.044	1.977		
Net Concentration	4.712	28.412	1.563	0.952	0.821	3.739	
Remarks:							
Phase 2							
Sample	3.401	8.005	0.545	0.531	1.936		
Ambient	3.209	0.000	0.002	0.044	1.977		
Net Concentration	0.320	8.005	0.543	0.489	0.037	0.275	
Remarks:							
Phase 3							
Sample	4.330	26.068	0.486	0.848	1.960		
Ambient	4.361	0.000	0.002	0.044	1.984		
Net Concentration	0.246	26.068	0.484	0.807	0.101	0.126	
Remarks:							
Phase 4							
Sample	5.667	7.031	0.473	0.522	1.949		
Ambient	5.820	0.000	0.005	0.044	1.991		
Net Concentration	0.074	7.031	0.468	0.480	0.036	0.031	
Remarks:							
Results							
	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)
Phase 1	0.059	0.724	0.059	381.5	0.012	0.047 / 0.049	23.313
Phase 2	0.006	0.324	0.032	311.3	0.001	0.006 / 0.006	28.623
Phase 3	0.003	0.664	0.018	322.8	0.001	0.002 / 0.002	27.561
Phase 4	0.001	0.284	0.028	304.6	0.001	0.001 / 0.001	29.260
Weighted	0.01506	0.48856	0.03259	327.041	0.00333	(NMOG=1.04xNMHC) 0.0116 / 0.0121	
Fuel Economy							
	Gasoline MPG				Dyno Settings		
Phase 1	23.26				Dyno #: D329 - AWD		
Phase 2	28.56				Inertia: 4750		
Phase 3	27.50				EPA Set Co A: -9.61		
Phase 4	29.19				EPA Set Co B: -0.164		
	1% SOC Limit	Act SOC A-hr	Sys Nom Volts	Charge State	EPA Set Co C: 0.02573		
	0.6971	0.0672	264.0	Pass			
Weighted	27.16				Emiss-Bench: Mexa 7200sle		
v101208 - d329 EPAVDAEm111208100938 Page 1 of 2 Print Time 12-Dec-2011 09:23							


NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-014

Vehicle ID: CHUB-Q5A

Results	HC-FID (grams)	CO (grams)	NOx (grams)	CO2 (grams)	CH4 (grams)	NMHC (grams)	Meth Response
 Phase 1	0.214	2.602	0.211	1370.4	0.043	0.170	1.185
Phase 2	0.025	1.249	0.125	1199.5	0.003	0.021	
Phase 3	0.011	2.386	0.065	1160.5	0.005	0.006	
Phase 4	0.006	1.096	0.107	1176.2	0.003	0.002	

Test Conditions

	Phase 1	Phase 2	Phase 3	Phase 4
Barometer (inHg)	29.22	29.22	29.22	29.22
Avg Cell Temp (degF)	75.11	75.17	75.22	75.27
Dew Point (degF)	48.13	47.67	47.67	47.77
Specific Humidity (grains/lbm)	51.09	50.21	50.21	50.41
NOx Corr Factor	0.8990	0.8956	0.8957	0.8964
CO2 Dilution Factor	13.442	25.169	15.752	25.59
CFV Vmix (scf @68F)	2777.66	4731.08	2776.46	4727.19
CVS Flow Rate Avg (scfm)	328.01	324.45	328.77	326.20
Fan Placement: One Fan - Up - Front				
Phase Time (secs)	508.10	869.90	506.70	869.49
Distance (miles)	3.592	3.853	3.595	3.862
Bag Analysis Time (secs)	143.8	148.7	143.8	155.2

MFR Test Results

for Procedure 21 Federal fuel 2-day exhaust (w/can load)

MFR Number	HC	CO	NOx	CO2	NMOG	NonMeth HC
1E+07	0.0163	0.51	0.03	306	0	0.0136

Odometer
4448 M

MPG
29


MPG is 6.76 % higher than EPA MPG

MFR Lab: Audi AG Neckarsulm

Dyno: 7

Fuel: 61 Tier 2 Cert Gasoline

CERT

NVFEL Laboratory Test Data							CVS																																		
Final Laboratory Test Results- Refer to VERIFY Reports for Official Data																																									
Test Number: 2011-0324-015				Vehicle ID: CHUB-Q5A																																					
<div style="display: flex; justify-content: space-between;"> <div style="width: 15%;">  </div> <div style="width: 45%;"> Test Information Test Date: 12/8/2011 Key Start: 12:13:36 Fuel Container ID: F00023 Fuel Type: 61 Tier 2 Cert Test Fuel Test Procedure: 03 HWFET (hwfelprep_hwfet) Calculation Method: Gasoline Pretest Remarks: </div> <div style="width: 40%;"> MFR Name: AUDI MFR Codes: 640 Config #: 00 Transmission: S Shift Schedule: A09980011 Beginning Odometer: 005004.0 MI Drive Schedule: hwfet_hwfet </div> </div>																																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Bag Data</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NonMeth HC</th> </tr> <tr> <th style="text-align: left;">Phase 1</th> <th>(ppmC)</th> <th>(ppm)</th> <th>(ppm)</th> <th>(%)</th> <th>(ppm)</th> <th>(ppmC)</th> </tr> </thead> <tbody> <tr> <td>Sample</td> <td>6.470</td> <td>32.434</td> <td>0.231</td> <td>1.233</td> <td>2.265</td> <td></td> </tr> <tr> <td>Ambient</td> <td>5.832</td> <td>0.000</td> <td>0.005</td> <td>0.044</td> <td>1.995</td> <td></td> </tr> <tr> <td>Net Concentration</td> <td>1.176</td> <td>32.434</td> <td>0.227</td> <td>1.193</td> <td>0.454</td> <td>0.638</td> </tr> </tbody> </table>							Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC	Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)	Sample	6.470	32.434	0.231	1.233	2.265		Ambient	5.832	0.000	0.005	0.044	1.995		Net Concentration	1.176	32.434	0.227	1.193	0.454	0.638
Bag Data	HC-FID	CO	NOx	CO2	CH4	NonMeth HC																																			
Phase 1	(ppmC)	(ppm)	(ppm)	(%)	(ppm)	(ppmC)																																			
Sample	6.470	32.434	0.231	1.233	2.265																																				
Ambient	5.832	0.000	0.005	0.044	1.995																																				
Net Concentration	1.176	32.434	0.227	1.193	0.454	0.638																																			
Remarks: Phase 2 Sample Ambient Net Concentration																																									
Remarks: Phase 3 Sample Ambient Net Concentration																																									
Remarks: Phase 4 Sample Ambient Net Concentration																																									
Remarks:																																									
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Results</th> <th>HC-FID</th> <th>CO</th> <th>NOx</th> <th>CO2</th> <th>CH4</th> <th>NMHC / NMOG</th> <th>Vol MPG</th> </tr> <tr> <th></th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(gpm)</th> <th>(mpg)</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>0.008</td> <td>0.434</td> <td>0.004</td> <td>250.7</td> <td>0.003</td> <td>0.004 / 0.004</td> <td>35.503</td> </tr> </tbody> </table> <p style="text-align: right;">(NMOG=1.04xNMHC)</p>							Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG		(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)	Phase 1	0.008	0.434	0.004	250.7	0.003	0.004 / 0.004	35.503											
Results	HC-FID	CO	NOx	CO2	CH4	NMHC / NMOG	Vol MPG																																		
	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(gpm)	(mpg)																																		
Phase 1	0.008	0.434	0.004	250.7	0.003	0.004 / 0.004	35.503																																		
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Fuel Economy</th> <th>Gasoline MPG</th> <th>Dyno Settings</th> <th>Dyno #:</th> </tr> </thead> <tbody> <tr> <td>Phase 1</td> <td>35.42</td> <td></td> <td>D329 - AWD</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Inertia: 4750</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co A: -9.61</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co B: -0.164</td> </tr> <tr> <td></td> <td></td> <td></td> <td>EPA Set Co C: 0.02573</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Emiss-Bench: Mexa 7200sle</td> </tr> </tbody> </table>							Fuel Economy	Gasoline MPG	Dyno Settings	Dyno #:	Phase 1	35.42		D329 - AWD				Inertia: 4750				EPA Set Co A: -9.61				EPA Set Co B: -0.164				EPA Set Co C: 0.02573				Emiss-Bench: Mexa 7200sle							
Fuel Economy	Gasoline MPG	Dyno Settings	Dyno #:																																						
Phase 1	35.42		D329 - AWD																																						
			Inertia: 4750																																						
			EPA Set Co A: -9.61																																						
			EPA Set Co B: -0.164																																						
			EPA Set Co C: 0.02573																																						
			Emiss-Bench: Mexa 7200sle																																						
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>1% SOC Limit</th> <th>Act SOC A-hr</th> <th>Sys Nom Volts</th> <th>Charge State</th> </tr> </thead> <tbody> <tr> <td>0.3675</td> <td>-0.0288</td> <td>264.0</td> <td>Pass</td> </tr> </tbody> </table>							1% SOC Limit	Act SOC A-hr	Sys Nom Volts	Charge State	0.3675	-0.0288	264.0	Pass																											
1% SOC Limit	Act SOC A-hr	Sys Nom Volts	Charge State																																						
0.3675	-0.0288	264.0	Pass																																						
<div style="display: flex; justify-content: space-between;"> v101208 - d329 EPAVDAEm111208115153 Page 1 of 2 Print Time 12-Dec-2011 09:23 </div>																																									

NVFEL Laboratory Test Data

CVS

Final Laboratory Test Results- Refer to VERIFY Reports for Official Data

Test Number: 2011-0324-015

Vehicle ID: CHUB-Q5A

Results



Phase 1

HC-FID

(grams)

0.080

CO

(grams)

4.437

NOx

(grams)

0.046

CO2

(grams)

2564.6

CH4

(grams)

0.036

NMHC

(grams)

0.043

Meth Response

1.185

Test Conditions

Phase 1

Phase 2

Phase 3

Phase 4

Barometer (inHg)

29.18

Avg Cell Temp (degF)

75.32

Dew Point (degF)

47.54

Specific Humidity (grains/lbm)

50.02

NOx Corr Factor

0.8949

CO2 Dilution Factor

10.835

CFV Vmix (scf @68F)

4149.45

CVS Flow Rate Avg (scfm)

325.45

Fan Placement: One Fan - Up - Front

Phase Time (secs)

765.00

Distance (miles)

10.230

Bag Analysis Time (secs)

144.8

MFR Test Results

for Procedure 3 HWFE

MFR Number

1E+07

HC

0.0125

CO

0.25

NOx

0.005

CO2

223

NMOG

0

NonMeth HC

0.0095

Odometer

4301 M

MPG

39.8

MPG is 12.36 % higher than EPA MPG

MFR Lab: Audi Ingolstadt

Dyno: 8

Fuel: 61 Tier 2 Cert Gasoline

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Mon 12/12/2011 7:46:31 PM
Subject: RE: CHUB-Q5A Laboratory Data
william.rodgers@vw.com
<mailto:Mazaitis.Vincent@epamail.epa.gov>
william.rodgers@vw.com

Thanks Jim. Let me know when the shed test gets scheduled.

Bill

From: Snyder.Jim@epamail.epa.gov [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 12, 2011 2:28 PM
To: Rodgers, William
Cc: Mazaitis.Vincent@epamail.epa.gov
Subject: RE: CHUB-Q5A Laboratory Data

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA
Date: 12/12/2011 01:24 PM
Subject: RE: CHUB-Q5A Laboratory Data

Hello Vince,
I saw the test results on Verify. Would you mind sending the lab results pages? They are much easier to digest.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Mazaitis.Vincent@epamail.epa.gov [mailto:Mazaitis.Vincent@epamail.epa.gov]
Sent: Friday, December 09, 2011 1:04 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov
Subject: Re: CHUB-Q5A Laboratory Data

Hello Bill,

I checked again after lunch and nothing yet. My guess is Monday. Hybrids still take longer. I'll keep on looking though and forward the data as soon as I get it.

Best regards,

Vince Mazaitis

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Vincent Mazaitis/AA/USEPA/US@EPA
Date: 12/09/2011 10:04 AM
Subject: CHUB-Q5A Laboratory Data

Hello Vince,

Have you received any lab test data from yesterday's Audi Q5 Hybrid test? If you could scan and email it to my when you receive it I would appreciate it.

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: CN=Chris Nevers/OU=AA/O=USEPA/C=US@EPA;CN=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Ball/OU=AA/O=USEPA/C=US@EPA;CN=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Joel Dalton/OU=AA/O=USEPA/C=US@EPA;Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; Leonard.Kata@vw.com;CN=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Linc Wehrly/OU=AA/O=USEPA/C=US@EPA;CN=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Martin Reineman/OU=AA/O=USEPA/C=US@EPA;CN=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Stephen Healy/OU=AA/O=USEPA/C=US@EPA;CN=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]; N=Tom Anderson/OU=AA/O=USEPA/C=US@EPA[]

Cc: []

From: CN=Jim Snyder/OU=AA/O=USEPA/C=US

Sent: Mon 12/12/2011 10:52:27 PM

Subject: Handouts for VW Pre-Cert mtg
[2013 VW CERT preview letter.pdf](#)
[CBI DVWXV COMMON CR1 CAR.PDF](#)

Preview letter and GHG Pre Model Year report

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

To: Jim Snyder/AA/USEPA/US@EPA[]
From: Ex. 7
Sent: Tue 12/13/2011 12:02:52 PM
Subject: Accepted: VW Pre-Cert mtg

To: Robert Peavyhouse/AA/USEPA/US@EPA[
Cc: Jim Snyder/AA/USEPA/US@EPA; [Ex. 7]@vw.com; [Ex. 7]
[Ex. 7]@vw.com; [Ex. 7]@vw.com;
[Ex. 4 - CBI]@csc.com"; [Ex. 4 - CBI]@csc.com; [Ex. 7]
[Ex. 7]@vw.com]
From: [Ex. 7]
Sent: Wed 12/14/2011 6:52:10 PM
Subject: RE: VW Group- EPA test re-processing
peavyhouse.robert@epa.gov
<http://www.epa.gov/nvfe/>
[Ex. 7]@vw.com
[Ex. 4 - CBI]@csc.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com
[Ex. 7]@vw.com

Hello Bob,

Here are the test numbers for two more EPA confirmatory tests that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

I have unlocked the related model year 2011 and 2012 active applications.

9VWX09009736

9VWX09009737

Note: These tests date back to the CFEIS System.

[Ex. 7]

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: [Ex. 7]
Cc: Snyder.Jim@epamail.epa.gov; [Ex. 7]
[Ex. 4 - CBI]
Subject: Re: VW Group- EPA test re-processing

[Ex. 7]

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated

CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated

CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated

CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked

I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated

BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [REDACTED] Ex. 7 [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, [REDACTED] Ex. 4 - CBI [REDACTED]@csc.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>, [REDACTED] Ex. 7 [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests

underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679
BBEX91000680

BBEX91000783
BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7 @vw.com

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: Jim Snyder/AA/USEPA/US@EPA[] Ex. 7 @vw.com] Ex. 7
Ex. 7 @vw.com]; Ex. 7 @vw.com];
Ex. 4 - CBI @csc.com" [Ex. 4 - CBI @csc.com]; Ex. 7
Ex. 7 @vw.com]
From: Ex. 7
Sent: Wed 12/14/2011 7:49:53 PM
Subject: RE: VW Group- EPA test re-processing -ADDITIONAL Tests
Peavyhouse.Robert@epamail.epa.gov
[mailto:Peavyhouse.Robert@epamail.epa.gov]
Snyder.Jim@epamail.epa.gov
Ex. 4 - CBI @csc.com
peavyhouse.robert@epa.gov
<http://www.epa.gov/nvfel/>
Ex. 7 @vw.com
Ex. 4 - CBI @csc.com
Ex. 7 @vw.com
Ex. 7 @vw.com
Ex. 7 @vw.com
Ex. 7 @vw.com

Hello Bob,

Here are the test numbers for two EPA confirmatory tests IN ADDITION TO THOSE BELOW that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

BVWX91000683

BVWX91000684

Best regards,

Ex. 7

From: Ex. 7
Sent: Wednesday, December 14, 2011 1:52 PM
To: 'Peavyhouse.Robert@epamail.epa.gov'
Cc: Snyder.Jim@epamail.epa.gov; Ex. 7 Ex. 4 - CBI @csc.com; Ex. 7
Subject: RE: VW Group- EPA test re-processing

Hello Bob,

Here are the test numbers for two more EPA confirmatory tests that need to be updated with CREE/Opt-CREE to allow processing of the related CSI.

I have unlocked the related model year 2011 and 2012 active applications.

9VWX09009736

9VWX09009737

Note: These tests date back to the CFEIS System.

Ex. 7

From: Peavyhouse.Robert@epamail.epa.gov [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Wednesday, November 23, 2011 1:13 PM
To: Rodgers, William
Cc: Snyder.Jim@epamail.epa.gov; **Ex. 7** **Ex. 4 - CBI**@csc.com
Subject: Re: VW Group- EPA test re-processing

William,

I have pulled copies of each of the tests specified and tried to re-submit them.

I can't re-submit BVWX91000666 because test group CVWXV02.5259 is locked
I cant re-submit BVWX91000667 because test group CVWXV02.5259 is locked

I can't re-submit BVWX91000842 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked
I can't re-submit BVWX91000820 because test groups BPRXT03.0CHD and CPRXT03.0CHD are locked

CVWX91000985 has been re-submitted, accepted, and CREE is now calculated
CVWX91000960 has been re-submitted, accepted, and CREE is now calculated

CADX91000966 has been re-submitted, accepted, and CREE is now calculated
CADX91000967 has been re-submitted, accepted, and CREE is now calculated

CADX91000988 has been re-submitted, accepted, and CREE is now calculated
CADX91000951 has been re-submitted, accepted, and CREE is now calculated

I can't re-submit BBEX91000679 because test group CBEXV06.0501 is locked
I can't re-submit BBEX91000680 because test group CBEXV06.0501 is locked

BBEX91000783 has been re-submitted, accepted, and CREE is now calculated
BBEX91000758 has been re-submitted, accepted, and CREE is now calculated

If you can get the the 4 testgroups unlocked within the next hour, I will try to get them re-submitted again this afternoon.

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: [REDACTED] **Ex. 7** [REDACTED]@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: Jim Snyder/AA/USEPA/US@EPA, <**Ex. 4 - CBI** [REDACTED]@csc.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>, [REDACTED] **Ex. 7** [REDACTED]@vw.com>
Date: 11/23/2011 08:33 AM
Subject: VW Group- EPA test re-processing

Hello Bob,

We have been referred to you by Jim Snyder to help resolve a problem with certifying model year 2012 and carryover 2013 test groups. In order to correct the problem we are requesting that you to re-process the follow EPA confirmatory FTP and Hwy tests to include CREE and OPT-CREE calculated results in Verify. The two tests underlined below are of immediate importance and are holding up current certification.

BVWX91000666
BVWX91000667

BVWX91000842
BVWX91000820

9VWX09009736
9VWX09009737

CVWX91000985
CVWX91000960

CADX91000966
CADX91000967

CADX91000988
CADX91000951

BBEX91000679

BBEX91000680

BBEX91000783

BBEX91000758

Regards,

Ex. 7

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
Rochester Hills, MI
United States

Ex. 7

Ex. 7@vw.com

To: Jim.Snyder/AA/USEPA/US@EPA
Cc: [REDACTED] **Ex. 7** [REDACTED]@vw.com]; [REDACTED] **Ex. 7**
[REDACTED] **Ex. 7** [REDACTED]@vw.com]; [REDACTED] **Ex. 7** [REDACTED]@vw.com]
From: [REDACTED] **Ex. 7**
Sent: Wed 12/14/2011 8:52:58 PM
Subject: VW Group Certificate Request for correction

Hello Jim,

We have submitted an update for Volkswagen test group CVWXV03.6U46 with a correction to the Evaporative Family name.

The evaporative family name was corrected from CVWXR0125246 to CVWXR0125D46. The correction now appears in the application and CSI.

Note, this is a carryover evaporative family with no new technology (previous BVWXR0125246. The only change is in the name suffix so that we can apply only to DFI engines.

We are in the process of requesting a new certificate for this test group / evaporative family (some issues with cert request but help has been requested).

NOTE: Since there is no option to correct an existing certificate request, I intend on requesting a "New" request with the correct combination of testgroup/evap family. Please let me know if this is sufficient.

Please contact me if you have any questions.

Regards,

Ex. 7

Engineering and Environmental Office

Volkswagen Group of America, Inc.

3800 Hamlin Road

Auburn Hills, MI 48326

United States of America

Ex. 7

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Fri 12/16/2011 6:42:42 PM
Subject: FW: VWGoA EEO 5-Cycle CO2 Calculator
VWGoA EEO CO2 5-Cycle Label Calculator.xlsx

Hello Bob;

I was wondering if there was a draft version of the EPA 5-cycle calculator that I can look at to see if we will be on the same page when it comes to calculating 2013 label values. I just received some of the CO2 bag test results from Germany and I would like to see if the values I calculate will agree with the EPA calculation.

Best regards,

Richard

From: Thomas, Richard (EEO)
Sent: Friday, October 28, 2011 8:34 AM
To: 'Robert Peavyhouse'
Cc: 'Good.David@epamail.epa.gov'; Kata, Leonard
Subject: FW: VWGoA EEO 5-Cycle CO2 Calculator

Hello Bob;

I hope you make a speedy recovery. I understand from Dave you are working at home after some knee issues.

I just wanted to find out if you are nearing completion of an EPA CO2 5-cycle label calculator. Do you have an estimate of when you might have something that you will share with manufacturers?

We have to begin requesting bag CO2 data from our factories for the 2013 new label and I want to be sure our 5-cycle calculations agree with the EPA's calculations.

Best regards,

Richard

From: Thomas, Richard (EEO)
Sent: Thursday, October 27, 2011 11:13 AM
To: 'Good.David@epamail.epa.gov'
Subject: VWGoA EEO 5-Cycle CO2 Calculator

Hello Dave;

Thanks for the information and the discussion today. Please find attached my quick CO2 5-cycle calculator. If you notice anything that needs attention please let me know.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

5-CYCLE CO2 CALCULATOR

	Bag1 [g/mi]	Bag2 [g/mi]	Bag3 [g/mi]	Result
FTP	406	405	340	388
Hwy	237			237
Cold CO	539	442	358	439
US06	569	287		350
SC03	435			435

5-CYCLE - FTP, HWY, US06, COLD FTP, SC03

City CO2	479.7716	rounded=	480
start 75	237.6000		
start 20	651.6000		
start CO2	27.1212		
running CO2	407.0721		

Highway CO2	313.5703	rounded=	314
start 75	237.6000		
start 20	651.6000		
start CO2	1.8533		
running CO2	281.9278		

references:

600.114-12 paragraphs (d) & (e)

Combined CO2 arithmetical calculation and rounded to whole **405** =

references:

600.210-12 paragraphs (c) (2)

MODIFIED 5-CYCLE (3-CYCLE) - FTP, HWY, US06

Higway CO2	314.8926	rounded=	315
start 75	237.6000		
start CO2	1.7546		
running CO2	283.2232		

references:

600.114-12 paragraphs (e)(2)(II)

this Hwy 3-cycle would be used in conjunction with the Derived 5-cycle city for the Combined CO2 calculation if it meets the criterior in 600.115-11 (passes the Litmus test)

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)" [Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 12/19/2011 3:06:51 PM
Subject: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com

Hello Jim,

Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Mon 12/19/2011 6:24:22 PM
Subject: Re: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,
Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Jim Snyder/AA/USEPA/US@EPA[]
Cc: "Giles, Michael" [michael.giles@vw.com]; Hart, Robert (VWoA)"
[Robert.Hart@vw.com]
From: "Rodgers, William"
Sent: Mon 12/19/2011 6:37:59 PM
Subject: RE: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com
william.rodgers@vw.com

Thanks Jim,

I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office

3800 Hamlin Rd.

Auburn Hills, MI 48436

United States

office (248) 754-4219

fax (248) 754-4207

william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).
Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA;"Kata, Leonard" [Leonard.Kata@vw.com]; Kata, Leonard" [Leonard.Kata@vw.com]
From: "Thomas, Richard (EEO)"
Sent: Tue 12/20/2011 3:11:39 PM
Subject: RE: FW: VWGoA EEO 5-Cycle CO2 Calculator
<http://www.epa.gov/nvfel/>

Hi Bob;

Thanks for sending me your draft EPA FE/CO2 calculator. I have saved it to our drive and tested it against my calculator and the numbers for city and highway agree exactly to eight places right of the decimal.

I tested fuel economy and CO2 for 5DC (Derived 5-cycle), M5C Std 3-Bag (Modified 5-cycle), and V5C Std 3-Bag (Vehicle Specific 5-Cycle) for a gasoline fueled vehicle.

Will you be adding the Combined calculations to your chart? If you are open to suggestions, I might suggest that an additional entry for the test number be added so that when the calculated values are added to the log it would then be recorded. If the other cells to the right of the logged data are open to make an entry with some manufacturer notes that would be helpful too.

I don't have bag CO2 values for any of our Hybrid models so I am unable to test that section right now.

I did notice that when I deleted data from the log, that a Microsoft Visual Basic run-time error appeared "1004", activate method of Pane class failed. It did however delete the rows I specified.

If you have any questions or comments please feel free to call. I like your calculator and feel I would use it on a regular basis once finalized.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326

Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

From: Robert Peavyhouse [mailto:Peavyhouse.Robert@epamail.epa.gov]
Sent: Monday, December 19, 2011 10:33 AM
To: Thomas, Richard (EEO)
Subject: Re: FW: VWGoA EEO 5-Cycle CO2 Calculator

Richard,

I had worked on one a month ago or so, but I never had a chance to test a bunch of different scenarios.

I don't quite consider it a "finished" product yet, but you can try it out if you would like.

If you run into any errors, try to document exactly what you did to get the error, and I will try to fix it.

I wrote it in Excel 2007, but if you need a copy in Excel 2003, let me know.

For Excel 2007, you will have to put it in a "trusted" directory to get the macro to run. The security settings in Excel 2007 are significantly tougher than 2003.

If you don't know how to do that, call me and I will walk you through the process.

Here is:

Robert Peavyhouse
Compliance and Innovative Strategies Division
U.S. EPA - Office of Transportation and Air Quality
phone: (734) 214-4814
fax: (734) 214-4869
email: peavyhouse.robert@epa.gov
website: <http://www.epa.gov/nvfel/>

From: "Thomas, Richard (EEO)" <Richard.Thomas@vw.com>
To: Robert Peavyhouse/AA/USEPA/US@EPA
Cc: David Good/AA/USEPA/US@EPA

Date: 12/16/2011 01:42 PM
Subject: FW: VWGoA EEO 5-Cycle CO2 Calculator

Hello Bob;

I was wondering if there was a draft version of the EPA 5-cycle calculator that I can look at to see if we will be on the same page when it comes to calculating 2013 label values. I just received some of the CO2 bag test results from Germany and I would like to see if the values I calculate will agree with the EPA calculation.

Best regards,
Richard

From: Thomas, Richard (EEO)
Sent: Friday, October 28, 2011 8:34 AM
To: 'Robert Peavyhouse'
Cc: 'Good.David@epamail.epa.gov'; Kata, Leonard
Subject: FW: VWGoA EEO 5-Cycle CO2 Calculator

Hello Bob;

I hope you make a speedy recovery. I understand from Dave you are working at home after some knee issues.

I just wanted to find out if you are nearing completion of an EPA CO2 5-cycle label calculator. Do you have an estimate of when you might have something that you will share with manufacturers?

We have to begin requesting bag CO2 data from our factories for the 2013 new label and I want to be sure our 5-cycle calculations agree with the EPA's calculations.

Best regards,
Richard

From: Thomas, Richard (EEO)
Sent: Thursday, October 27, 2011 11:13 AM
To: 'Good.David@epamail.epa.gov'
Subject: VWGoA EEO 5-Cycle CO2 Calculator

Hello Dave;

Thanks for the information and the discussion today. Please find attached my quick CO2 5-cycle calculator. If you notice anything that needs attention please let me know.

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)

Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com

[attachment "VWGoA EEO CO2 5-Cycle Label Calculator.xlsx" deleted by Robert Peavyhouse/AA/USEPA/US]

To: "Rodgers, William" [William.Rodgers@vw.com]
Cc: []
Bcc: []
From: CN=Jim Snyder/OU=AA/O=USEPA/C=US
Sent: Tue 12/20/2011 6:09:27 PM
Subject: RE: VW Group - 2013MY Certificates MIA
[DVWXJ02.03UA cert b.pdf](#)
[DVWXJ02.03UA cert a.pdf](#)
william.rodgers@vw.com
william.rodgers@vw.com

Bill, we've found 2 other manufacturers who didn't get notification of their certificates. Check if they are in your CDX folder and let me know if you hear anything from The help desk. Meanwhile I can send you copies of the certificates to your email.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 01:38 PM
Subject: RE: VW Group - 2013MY Certificates MIA

Thanks Jim,
I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,
Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,
Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.

Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2013 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT OF 1990

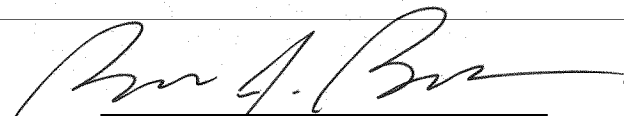
OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: Volkswagen
(U.S. Manufacturer or Importer)

Certificate Number: DVWXJ02.03UA-005

Effective Date:
01/02/2012

Expiration Date:
12/31/2013


Byron J. Bunker, Acting Division Director
Compliance Division

Issue Date:
12/16/2011

Revision Date:
N/A

Test Group Name: DVWXJ02.03UA
Evaporative/Refueling Family Name: DVWXR0125D46
Applicable Exhaust Emission Standards: Federal Tier 2 Bin 5
Applicable Evaporative/Refueling Standards: Federal LEV-II Evap

Engine Displacement: 2.0 Liters
Exhaust Emission Test Fuel Type: Tier 2 Cert Gasoline
Full Useful Life Miles: Exhaust Emissions: 120,000 miles
Full Useful Life Miles: Evaporative/Refueling Emissions: 120,000 miles

Models Covered: Volkswagen: CC

Pursuant to section 206 of the Clean Air Act (42 U.S.C.7525) and 40 CFR Parts 85, 86, 88, and 600 as applicable, this certificate of conformity is hereby issued with respect to test vehicles which have been found to conform to the requirements of the regulations on Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines (40 CFR Parts 85, 86, 88, and 600 as applicable) and which represent the new motor vehicle models listed above by test group and evaporative/refueling emission family, more fully described in the application of the above named manufacturer. Vehicles covered by this certificate have demonstrated compliance with the applicable emission standards as more fully described in the manufacturer's application. This certificate covers the above models, which are designed to meet the applicable emission standards specified in 40 CFR Parts 85, 86, 88, and 600 as applicable at both high and low altitude as applicable.

EPA is issuing this certificate subject to the conditions and provisions of 40 CFR 86.1848(c).

This certificate covers only those new motor vehicles or vehicle engines which conform, in all material respects, to the design specifications that apply to those vehicles or engines described in the documentation required by 40 CFR Parts 85, 86, 88, and 600 as applicable and which are produced during the 2013 model year production period stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 85, 86, 88, and 600 as applicable. The manufacturer shall obtain the approval of the California Air Resources Board (in the form of an executive order issued by the California Air Resources Board) prior to introducing any vehicle covered by this certificate into commerce 1) in the State of California, or 2) in a State that, under the authority of Section 177 of the Clean Air Act, has adopted and placed into effect the California standards to which this test group has been certified.

Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel are equipped with an emission control device which the Administrator has determined will be significantly impaired by the use of leaded fuel. This certificate is issued subject to the conditions specified in 40 CFR 80.24. Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel, otherwise covered by this certificate, which are driven outside the United States, Canada, Mexico, Japan, Australia, Taiwan and the Bahama Islands will be presumed to have been operated on leaded fuel resulting in deactivation of the catalysts. If these vehicles are imported or offered for importation without retrofit of the catalyst, they will be considered not to be within the coverage of this certificate unless included in a catalyst control program operated by manufacturer or a United States Government Agency and approved by the Administrator.

In the case of completely assembled vehicles, this certificate of conformity covers only vehicles which are completely manufactured prior to January 1, 2014. Normally incompletely assembled vehicles (such as cab chassis) may be completed after this date, provided that the basic manufacturing (including installation of the emission control system) was completed prior to January 1, 2014. This certificate does not cover vehicles sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
2013 MODEL YEAR
CERTIFICATE OF CONFORMITY
WITH THE CLEAN AIR ACT OF 1990

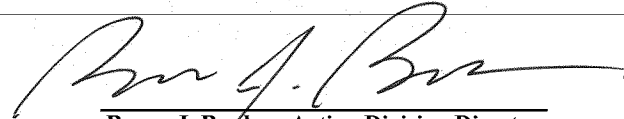
OFFICE OF TRANSPORTATION
AND AIR QUALITY
ANN ARBOR, MICHIGAN 48105

Certificate Issued To: Volkswagen
(U.S. Manufacturer or Importer)

Certificate Number: DVWXJ02.03UA-004

Effective Date:
01/02/2012

Expiration Date:
12/31/2013


Byron J. Bunker, Acting Division Director
Compliance Division

Issue Date:
12/16/2011
Revision Date:
N/A

Test Group Name: DVWXJ02.03UA
Evaporative/Refueling Family Name: DVWXR0125241
Applicable Exhaust Emission Standards: Federal Tier 2 Bin 5
Applicable Evaporative/Refueling Standards: Federal LEV-II Evap

Engine Displacement: 2.0 Liters
Exhaust Emission Test Fuel Type: Tier 2 Cert Gasoline
Full Useful Life Miles: Exhaust Emissions: 120,000 miles
Full Useful Life Miles: Evaporative/Refueling Emissions: 120,000 miles

Models Covered: Volkswagen: TIGUAN, TIGUAN 4MOTION

Pursuant to section 206 of the Clean Air Act (42 U.S.C.7525) and 40 CFR Parts 85, 86, 88, and 600 as applicable, this certificate of conformity is hereby issued with respect to test vehicles which have been found to conform to the requirements of the regulations on Control of Air Pollution from New Motor Vehicles and New Motor Vehicle Engines (40 CFR Parts 85, 86, 88, and 600 as applicable) and which represent the new motor vehicle models listed above by test group and evaporative/refueling emission family, more fully described in the application of the above named manufacturer. Vehicles covered by this certificate have demonstrated compliance with the applicable emission standards as more fully described in the manufacturer's application. This certificate covers the above models, which are designed to meet the applicable emission standards specified in 40 CFR Parts 85, 86, 88, and 600 as applicable at both high and low altitude as applicable.

EPA is issuing this certificate subject to the conditions and provisions of 40 CFR 86.1848(c).

This certificate covers only those new motor vehicles or vehicle engines which conform, in all material respects, to the design specifications that apply to those vehicles or engines described in the documentation required by 40 CFR Parts 85, 86, 88, and 600 as applicable and which are produced during the 2013 model year production period stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 85, 86, 88, and 600 as applicable. The manufacturer shall obtain the approval of the California Air Resources Board (in the form of an executive order issued by the California Air Resources Board) prior to introducing any vehicle covered by this certificate into commerce 1) in the State of California, or 2) in a State that, under the authority of Section 177 of the Clean Air Act, has adopted and placed into effect the California standards to which this test group has been certified.

Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel are equipped with an emission control device which the Administrator has determined will be significantly impaired by the use of leaded fuel. This certificate is issued subject to the conditions specified in 40 CFR 80.24. Catalyst-equipped vehicles designed to be operated on gasoline or flexible fuel, otherwise covered by this certificate, which are driven outside the United States, Canada, Mexico, Japan, Australia, Taiwan and the Bahama Islands will be presumed to have been operated on leaded fuel resulting in deactivation of the catalysts. If these vehicles are imported or offered for importation without retrofit of the catalyst, they will be considered not to be within the coverage of this certificate unless included in a catalyst control program operated by manufacturer or a United States Government Agency and approved by the Administrator.

In the case of completely assembled vehicles, this certificate of conformity covers only vehicles which are completely manufactured prior to January 1, 2014. Normally incompletely assembled vehicles (such as cab chassis) may be completed after this date, provided that the basic manufacturing (including installation of the emission control system) was completed prior to January 1, 2014. This certificate does not cover vehicles sold, offered for sale, or introduced, or delivered for introduction, into commerce in the U.S. prior to the effective date of the certificate.

To: Jim Snyder/AA/USEPA/US@EPA[]
From: "Rodgers, William"
Sent: Tue 12/20/2011 7:18:11 PM
Subject: RE: VW Group - 2013MY Certificates MIA
william.rodgers@vw.com
<mailto:Snyder.Jim@epamail.epa.gov>
william.rodgers@vw.com

Thanks Jim.

So far, the certificates have not shown up as new messages or in the originals. I'll keep you posted if/when the help desk finds something.

Any idea yet when the Q5 Hybrid will retest in the shed? I'm curious to know if we need to leave it there over the holidays or should expect to pick it up.

Bill

From: Jim Snyder [<mailto:Snyder.Jim@epamail.epa.gov>]
Sent: Tuesday, December 20, 2011 1:09 PM
To: Rodgers, William
Subject: RE: VW Group - 2013MY Certificates MIA

Bill, we've found 2 other manufacturers who didn't get notification of their certificates. Check if they are in your CDX folder and let me know if you hear anything from The help desk. Meanwhile I can send you copies of the certificates to your email.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 01:38 PM
Subject: RE: VW Group - 2013MY Certificates MIA

Thanks Jim,
I will check Verify again later and contact the help desk if necessary.

Please let us know as soon as you have an indication on a Shed retest date for the Q5 Hybrid.

Regards,

Bill Rodgers
Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

From: Jim Snyder [mailto:Snyder.Jim@epamail.epa.gov]
Sent: Monday, December 19, 2011 1:24 PM
To: Rodgers, William
Subject: Re: VW Group - 2013MY Certificates MIA

According Verify they were signed 12/16. I don't know why you didn't a confirmation note but they look okay in Verify.

On another note , I just found out that there was a problem with the Shed over the w/e and the test voided.

Jim Snyder
Light-Duty Vehicle Group
Compliance and Innovative Strategies Division
United States Environmental Protection Agency
(734) 214-4946
snyder.jim@epa.gov

From: "Rodgers, William" <William.Rodgers@vw.com>
To: Jim Snyder/AA/USEPA/US@EPA
Cc: "Giles, Michael" <michael.giles@vw.com>, "Hart, Robert (VWoA)" <Robert.Hart@vw.com>
Date: 12/19/2011 10:07 AM
Subject: VW Group - 2013MY Certificates MIA

Hello Jim,

Thanks for processing our 2013MY certificates last Thursday. The following two certificates are still Missing in Action. Can you confirm if they have been signed?

I have received a Verify message on Friday Dec 16th stating "Certificate Number DVWXJ02.03UA-006 with Evaporative Family DVWXR0110D38 has been issued" and received the certificate linked in the message.

Missing certificates:

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125241 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _4d33228b-39a0-4f2c-a297-ed83c57bb658

I have received a Verify message on Friday Dec 16th stating "The certificate request for Test Group DVWXJ02.03UA and Evaporative Family DVWXR0125D46 has been approved and is now waiting to be signed". No message has been received confirming the certificate was signed (as seen above).

Verify Transaction Identifier: _3e284f93-b528-4e5f-bf53-9c67ce7302a9

Thanks,

Bill Rodgers

Emissions Certification Engineer

VOLKSWAGEN Group of America, Inc.
Engineering and Environmental Office
3800 Hamlin Rd.
Auburn Hills, MI 48436
United States
office (248) 754-4219
fax (248) 754-4207
william.rodgers@vw.com

P Before you print it, think about your responsibility and commitment to the ENVIRONMENT!

To: Robert Peavyhouse/AA/USEPA/US@EPA[]
Cc: David Good/AA/USEPA/US@EPA[]
From: "Thomas, Richard (EEO)"
Sent: Thur 12/22/2011 7:03:56 PM
Subject: Derived 5-Cycle Calculation
Richard.Thomas@VW.com

Hi Bob;

Thanks for your message yesterday. I discovered that I have a discrepancy in the fuel economy numbers when I use the 5-cycle derived calculator function and try and calculate a model type value. It prompted me to look to the regulations contained in 40 CFR 600.210-12 (a) (2) Derived 5-cycle labels.

The regulations seem to indicate that the derived 5-cycle calculation formula is used on model type values and there therefore I don't have any need to use it at the configuration level. Is that your understanding? I am assuming that this formula would be applied to a sales weighted model type MPG value four place right of the decimal.

If you need to see a sample calculation, just let me know.

If I don't talk to you again this year, I wish you and yours, a happy holiday and Happy New Year!

Best regards,

Richard E. Thomas
VOLKSWAGEN Group of America, Inc.
3800 Hamlin Road
Auburn Hills, MI 48326
Engineering and Environmental Office (EEO)
Phone: 248 754-4213
Fax: 248 754-4207
Richard.Thomas@VW.com